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AUDI RS6 Avant

MOVES PLANETS, FURNITURE AND YOUR SOUL

ALL-NEW AUDI Q7



LEANER, FITTER AND HERE THIS YEAR END

RENAULT KWID



A BARGAIN HUNTER'S DREAM COME TRUE

BMW 7 SERIES



THE NEW LIMO THAT WANTS TO NUKE THE S-CLASS

PLUS

AMG GT vs 911 TURBO vs BMW i8, GTS TWINS: CAYMAN & BOXSTER
PULSAR AS 150 vs GIXXER SF, TRIUMPH TIGER 800 XCx & XRX
AND MORE...



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THE ACTION CONTINUES WITH: PLANET TOP GEAR | COLUMNS FROM CLARKSON, HAMMOND AND MAY | WALLPAPERS AND MORE

WELCOME



“AUDI IS ADDRESSING NICHE SEGMENTS THAT HAVE TRADITIONALLY BEEN OFF-LIMITS FOR INDIAN CARMAKERS”



At the launch of the new TT, I mentioned to Audi India top gun, Joe King, about the surprisingly large number of A3 Cabriolets in Mumbai, and he suddenly grew excited. “Everyone says convertibles do not work in India, but we have proved that theory wrong. India has changed, and so have our customers,” he said. And, that wasn’t just a response to my question. It seems to be the road Audi is taking this year. While regular model updates in the conventional segments are hygiene, the marque is addressing niches that have traditionally been off-limits for Indian carmakers. The A3 Cab was followed by the two-seat everyday sportscar, and now this – the RS6 Avant.

Indians seem to have a bias against estates and station wagons. It may have something to do with our experience with the pretty utilitarian Tata Estate, the country’s first station wagon. The estates that followed may not necessarily have been what the Tata was, but most of them were substantially more expensive than their sedan cousins, and Indians never saw the point. Estates are pretty popular in Europe, and they can be fast, too. And, as far as fast estates go, there is nothing that goes as fast as the RS6. Driving it will plaster a wide grin on your face, a lot like the one that lit up Mr King’s face when we complimented him for thinking out-of-the-box.

Honda may also want to do some out-of-the-box thinking. The Japanese firm has witnessed its sales dip significantly. Its monthly stats are still dependent on a single model: the City. But, the new Jazz has the potential to change that. The previous model was perceived to be too expensive for the amount of car on offer. Yes, it was spacious, refined and... spacious, but Honda had to pull the plug on it, because moving it off showroom floors was a tough task. The new car has loads of space, handles reasonably well, is refined and loaded with features, and it also enters a more mature market.

This issue also has an India-first ride of the Benelli TreK 1130 Amazonas, and we also took two Triumph Tigers to the top of the world for the ride of our lives. Yes, time to step out of our boxy little homes. Enjoy the issue.



GIRISH KARKERA,
CHIEF COMMUNITY OFFICER & EDITOR
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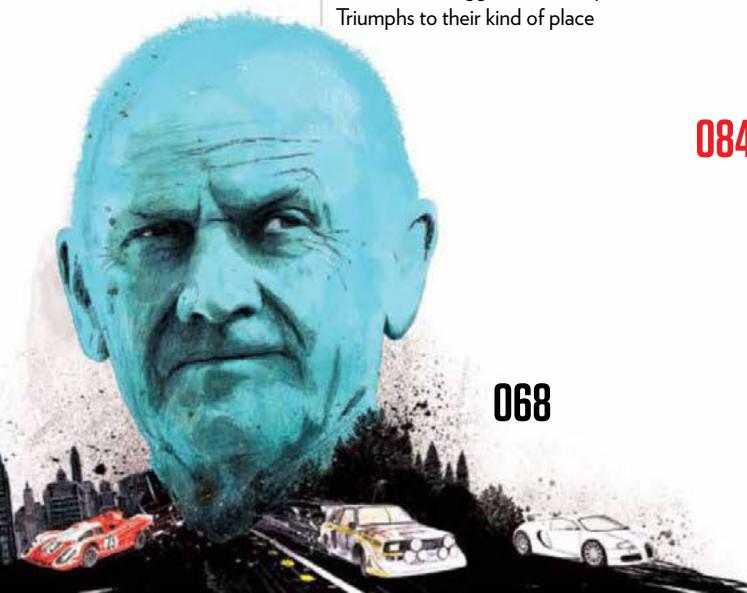


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HAMMOND 09



MAY 10

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LETTERS TO TG



Firstly, congratulations on getting another exclusive with the 911 Turbo S. I think the shoot was spectacular. I like the way you guys think of capturing cars in interesting locations. It provides a nice break from seeing the cars shot against the same backgrounds all the time. I've been an avid TopGear reader for four

years, and you guys never disappoint me, except that my subscription copy arrives late every other month.

Though I can't afford any of the cars you write about, I'm happy that India is getting a lot of performance cars, and that manufacturers are finally realising that our market is slowly maturing. The number of AMGs and Ms on our roads is evidence of that. I also liked the M3 and M4 story. Plus, it's also heartening to see that bike manufacturers, too, are getting in models, which, just about half a decade ago, were only posters on bedroom walls.

Triumph, Indian and Ducati are here with almost their whole range. I hope I can make enough money soon to buy one of these crackers.

I have a request for you guys – I would love to see how the new BMW i8 fares against the Porsche 911. Are you guys thinking of a comparison story soon? Keep the good stories coming.

Taksh Shah

Mumbai

Is Uncle TopGear for real? I can't believe people actually ask you such questions.

Nic Roy

The Porsche 911 Turbo seems brilliant. Porsche should stop bothering with standard 911s. Just have the Turbo and the GT3, and let the Cayman and Boxster fulfil their capabilities instead of toning them down so that they don't overshadow the 911.

Dhruv Kumar

If you are going to get yourself a Jag XJ and spec it with the 2-litre 4-cyl engine, you don't deserve to have money. Or live. I first used to curse manufacturers for bunging in small engines into big cars. But then I realised they make them because people buy them.

Ragyesh Sharma

Did not one person in all of Ferrari find something wrong with the FXXK?

Swapnil Kalshekhar

PICS THIS MONTH



A young reader shares his pride and joy. Boy's got taste



Umm... we thought we didn't have any branches?

WHAT'S NEW ON TOPGEAR.COM



Is this Stig's boating cousin?
<http://tinyurl.com/oajtvjq>



Meet the McLaren F1 car of 2056
<http://tinyurl.com/p4vs5je>



Reader Ramesh Mathur sent in this smart statement

JEREMY CLARKSON

Jeremy Charles Robert Clarkson has written for Top Gear magazine since 1993. Here's a selection of the best of his opinion, wit and wisdom from the past 22 years

P

rolonging a boring life is worse than not starting it in the first place. This is why you must not drive a Toyota Corolla." **1997**

"Devising new ways to annoy people in cagoules should be on the school curriculum." **2002**

"In Britain, there are an estimated 2.4 million people who enjoy cleaning up manure and being kicked, and last weekend every single one of them was on the A423, desperately trying to reassure their endlessly nervous one-tonne bison that the discarded training shoe in the hedge was not a wolf." **2009**

"I try on opinions like I try on clothes, standing in front of a mirror and wondering if they really suit me." **2006**

"There are plenty of people over 50 who want their car to be as relaxing as lying in a bath listening to whale song. So why, in the name of all that's holy, doesn't Mercedes, or anyone for that matter, do a version with suspension made from honey and kapok, and a gearbox that takes several minutes to slide from third to fourth?" **2008**

"ALL NEW DRIVERS SHOULD HAVE A BIG CRASH AS SOON AS POSSIBLE AFTER PASSING THEIR TEST. THE AFTERSHOCK OF SUCH AN EVENT WILL ACT AS A GIANT PSYCHOLOGICAL TRACTION CONTROL SYSTEM UNTIL FULL Maturity IS REACHED. IN MEN, THIS IS AROUND 45 YEARS LATER." 2005



"Last week, I flew in a jet that went out of control at 42,000 feet. I emerged to say that this was the worst thing I'd ever done, only to be told by a photographer, 'No, your chat show is the worst thing you've ever done.'" **2000**

"I have been down the supercar road three times now, and I can assure you it's not lined with girls and jelly. It's mostly a forest of potholes, expense, frustration, terror and dirty trousers." **2009**

"Daihatsu used to make a car called the GTi. It was the first road car ever to generate 100 horsepower from one litre, and because it had three cylinders it sounded like it was demented. I loved it so much that, on the press launch in Japan, I did half a lap, crashed and flew home." **2015**

"The surface is smooth and grippy, the sightlines are good. The bends are designed to tickle the sausagey bits of the petrolhead. Driving slowly in Scotland is pretty much an affront to God, who plainly designed it as a nirvana for speed freaks." **2013**

"I've tried my hand at all sorts of hobbies. I collected stamps as a boy. I had a train set. I've attempted gardening, reading, chess, jigsaws, golf, tennis, painting, bird spotting and looking at pornography on the internet. And I've been extremely bad at all of them." **2008**

"I'll happily watch a Grand Prix if I'm at home on a lazy Sunday afternoon. But I'm not going to go out of my way to see how far Pastor Maldonado got this time without crashing into someone." **2014**

"Making a hybrid to stave off disaster is like replacing a broken windowpane with a sheet of polythene. Yes, it makes the room feel all snug and warm again, but you're still going to get burgled." **2009**

"...on the electric-only front, we've gone from the G-Wiz to the i3 in one move. Which is a bit like Orville and Wilbur Wright landing at Kitty Hawk and saying: 'OK. That sort of works. Now let's build an F14.'" **2014**

RICHARD HAMMOND



SUCH IS THE PACE OF TECHNOLOGY THAT
THE BLEEDING EDGE BECOMES THE DINOSAUR IN EVER-
SHORTER TIMES. WHERE WILL IT ALL END?

H

aving sworn never to get rid of my BMW R1200RT I have, inevitably, done just that. The thing had served me well for the regular trek between rural Herefordshire and the miseries of London. I swore eternal allegiance to it, praised its chunky power, defended its looks as "purposeful" and "form following function" rather than the perhaps more commonly held "ugly like a swamp donkey" and learnt to welcome its girth and bulk as one might the embrace of the heftier childhood aunt bearing sweeties and comics.

And then I betrayed it. Unable to resist the siren call of another, I dumped it by the roadside, both metaphorically and actually. The new bike is not a massive step away from the old one. It's another BMW R1200RT, in fact. But the new model is slimmer, better looking, better equipped and faster, and that, as it is for any middle-aged man looking to replace something up until recently close to his heart, was enough for me.

It's better in pretty much every single way. Most particularly how it integrates all the clever little technological doodahs that made the outgoing model such a rising star in its youth. While on board, I can change the suspension settings; change the radio channel; toggle through tracks on my iPod; adjust the traction control; answer the phone; set the satnav; lock the panniers; check the tyre pressures, fuel range and temperature; turn up the seat and handlebar heaters and set phasers to stun. That last one is a lie. But the rest can be achieved quickly and easily, mostly through a single thumb wheel that works a bit like the iDrive system in BMW's cars.

The results of each adjustment can be monitored via colour screens in the dash. The last bike did all these things too, but the layout wasn't as neat, the display wasn't in colour and it all, suddenly, felt a bit last-week. Given the pace

of technological progress, it will be another couple of weeks before I am once again lured away from my new ride by a younger, friskier, faster model. And that, folks, is the way of it, isn't it? We live, we are told, in the technological age and it is this tight matching between our desires and the abilities of the machine to meet them without even being told that best exemplifies this.

My new bike is not my only one. I am a lucky man and have access to a collection of them. Which means as soon as I am not going to London, I reach for the keys to something more characterful. Ride about on an old bike for long enough – ie more than three miles – and several things will happen. You will break down. You will become covered in oil and your trousers will be spoiled. And you will meet and talk with another enthusiast of old, leaky motorcycles. When that happens – and it WILL happen – you will talk about your bike, their bike and old bikes in general. You will then talk about new bikes. They are, you shall conclude, sterile things: too efficient, too clean, too reliable and too damned modern. "Where," your temporary best friend shall demand, "will it all end? Riderless bikes?" Well, quite possibly, yes. I mean, technology has gotten nearly there already. So when will it end? The answer is probably quite soon.

I don't mean 'end' as in, 'THE END', I mean that technology will reach a conclusion. There is only so

"RIDE AN OLD BIKE FOR LONG ENOUGH – I.E MORE THAN THREE KILOMETRES – AND YOU WILL BREAK DOWN"

far it can go. Once things have been miniaturised to an atomic level – and they have – then there isn't a lot more fiddling and tweaking that mankind can do to stuff to make it work better for us. Otherwise the stuff itself stops being stuff. The technological age has to be a finite thing. Not because we will all go out in one massive bang preceded by a slightly timid "Oops" from a scientist standing next to a Hadron Collider, but because there is a limit to how far we can go in the business of influencing, making and using. And at that precise moment, the technological age ends and something new replaces it. Probably the social or spiritual age, or the one where we really knuckle down and concentrate on nice clothes or flowers or music or preserving humankind or animals or, oh, I don't know, someone else will decide what it's the age of. But before the technological age ends, it shall, as a grand finale, have done something pretty awesome, and it will do it, I suspect, thanks to the car.

Driverless cars are hovering just on the horizon, their windscreens unblinking in the rising sun. And when they arrive, they shall bring with them a pretty humongous problem. It's already been discussed widely and is going to become a hotter topic than, oh, y'know, anything else recently in the news. What happens when a driverless car is heading towards an oncoming truck and, to avoid it, must swerve into a crowd on the pavement? I'm not about to answer that, but someone is going to have to because it is going to happen; nobody is going to want to be liable for the wrong pre-ordained decision by a computer or to be mown down by a driverless car, so answer it they must. And when they do, they shall have pinned down all that it is to be human – they shall have defined us. And we shall, at that moment, understand ourselves better than ever before. And we shall be ready to go forward into whatever the next age is. And that revelation, my friends, that moment of blinding, crystal clarity, shall have been brought to us courtesy of the car.

JAMES MAY

SHOULD MAY RIDE HIS MOTORBIKE AGAIN? IS IT
SAFE? WHAT ABOUT HIS AEROPLANE? IF ONLY
HIS PUSHBIKE HADN'T SNAPPED IN HALF
ALL THOSE YEARS AGO...



Once, as a lad, I was riding along on my 10-speed racing bike when it literally snapped in half.

One minute, I was riding along on a bike I'd built myself out of bits; the next, I was suspended in space in an absurd cycling attitude, preceded by the front half of a bike and pursued by the back half, like a man exposed by a pantomime horse bursting at the seams.

For those of you of a technical persuasion, the problem was caused by a 'stress raiser' created where I'd clamped the gear-change levers to the frame downtube. All the forces that would normally be evenly distributed as a bit of light flexing in this piece of cheap Seventies steel tubing were concentrated in this one area, turning it into a sort of metallurgical liquorice. It's why a piece of fuse wire eventually snaps rather limply if you bend it backwards and forwards, and why you can break a sheet of glass cleanly if

you scratch a line on it.

Anyway, it wasn't actually a massive accident, but it did affect me very, very deeply. Even today, 40 years on, I'm sometimes struck by the fear that my bicycle will suddenly break in half, especially on a nice downhill left-hander when I'm sticking my knee out and 'gerrin it reet over' like Rocket Ron Haslam.*

I mean, what if it did? I know it's highly unlikely but we can't rule it out entirely, because I can offer confirmation, gained at first hand, that it's possible. My bicycle could snap in half. So could yours. Been there, done that, went home on a bus with two halves of bike to prove it.

And once that thought has entered my head, cycling pleasure for the day is over, because I can't shake it off. My bones are old and won't bounce like they did in 1975.

These days, I ride motorcycles as well, which go a lot faster than bicycles. But they don't make my body any more resistant to impact. So what if the bolts holding one of the front brake calipers on suddenly sheared, and it went into the wheel and stopped it dead? At around 120kph? Can you imagine?

Once I've had that thought, plus the one about the gearbox seizing up and maybe the one about the handlebars coming off, I have to ride back home, slowly, and put the motorcycle away.

I've just had another thought. I sometimes fly a light aircraft as well. Now what if, at 3,000 feet, that arrangement of pins and bolts holding the left wing on all came apart, and the wing fell off?

I've never heard of this sort of thing happening to anyone I've met. But it happened on an early test flight of the Royal Aircraft Factory SE5 biplane (admittedly in 1916), so it could happen. So what if it did? I wish I hadn't started writing this down, because next time I

fly, this notion will enter my head, and I'll have to land somewhere until I've forgotten about it.

I hate the thought that this wonderful, rather spiritual relationship we have with a machine we know well and love wholeheartedly could suddenly be shattered by some temporal material failing. It's why I hated the last journey in my old Rolls-Royce Corniche.

I mean, there I was, bowling along at night on the A303, when the left-hand headlights failed. It turned out to be a fuse, and mending the fuse in a Seventies Royce means unwinding a length of wire from a bobbin and binding it to a Bakelite thingy that you push into a board full of copper prongs. Strangely satisfying, but not if you have to do it three times in one trip.

And then the fuse box itself, which pivots down from under the steering column, pivoted down from under the steering column and hit me on the shin, and it's heavy.

And then I decided that the steering felt a bit vague. Of course, it feels vague; it's a Seventies Rolls-Royce. But vaguer than it had been last time I drove it. Or was it? Since then I've driven two Ferraris, several Porsches, some modern hatchbacks and a brand-new Transit van. So it was probably just illusory. Or it could have been coming apart.

What if it did? The handle came off my old desktop pencil sharpener last week, and the Rolls is twice its age. It's made from everyday materials, wrought by fallible men, and has been subjected to the forces that nurture decay for almost half a century.

When you think of it like this – and I was doing, as I drove the remainder of the journey at 64kph – it's a miracle any of us are still alive.

*Motorcycle racing legend roughly contemporary with James May's original snapped-bike incident.

"I'M SOMETIMES STRUCK BY THE FEAR THAT MY BICYCLE WILL SUDDENLY BREAK IN HALF, ESPECIALLY ON A DOWNHILL LEFT-HANDER WHEN I'M STICKING MY KNEE OUT"



YOU KNOW HOW IT IS: THERE'S ALWAYS SOME KIND OF TEST, BEFORE THEY LET YOU INTO THE GANG.

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King of the Hill

It might be a front-wheel-drive sedan, but the feature-packed Verna 4S Fluidic will surprise you with its athleticism on serpentine mountain roads



From its bold and flawless Fluidic exterior design to the premium and welcoming interior, the Verna 4S Fluidic exudes a sense of sophistication and style while transporting you to your destination in the lap of luxury.

The Hyundai's cabin is airy, and the large windows enhance the feeling of roominess. Plus, the driving position affords you a clear view of the road ahead. Hyundai has filled the new Verna to the brim with goodies to ensure you are always comfortable, irrespective of whether you are flooring it on the highway, or commuting to work in the city. The driver's seat is adjustable, and the steering column adjusts for rake and reach so that drivers of all heights can arrive at a driving position that suits them best. The dimensions of the sedan are just right for the city, and it is a breeze to manoeuvre it in the city, and



“THANKS TO THE ENGINES’ LINEAR POWER DELIVERY AND LOADS OF TORQUE, ATTACKING A SERIES OF BENDS IS NEVER A PROBLEM”

slot it into tight parking spaces. A lot of safety tech has gone into the making of the 4S: there's ABS, EBD, airbags, reverse parking sensors, and a camera with the display conveniently integrated into the rear-view mirror.

The Verna 4S shows off its classy side in the city, and its wilder alter ego out on the highway – in true sedan tradition. But where it truly stands out from the crowd is in situations and terrain that are not typically sedan country.

While most cars run out of steam on steep inclines, the Verna 4S, with its powerful 1.4- and 1.6-litre petrol and diesel motors, takes things in its stride and calmly gets on with the task at hand. Thanks to the engines' linear power delivery and loads of torque across the rev range, attacking a series of bends is never a problem. Overtaking on inclines and declines and getting ahead of dawdling vehicles – should the situation warrant it – is a tricky thing ▶

'ON A SINUOUS MOUNTAIN ROAD, BODY ROLL IS NON-EXISTENT, AND THE VERTA DEMONSTRATES A SURPRISING ALACRITY FOR A FWD VEHICLE'



to do in other sedans. But, thanks to the gearing of the five- (petrol) and six-speed (diesel) gearboxes, the Verna 4S is well-equipped to take on all sorts of road situations.

The Verna's steering is highly responsive and after driving for a short distance, you know exactly how much input to apply if dicey on-road instances occur. In the automatic Verna 4S, the four-speed gearbox is quick to react to throttle inputs and shifts between gears with precise timing so that you always have the right amount of grunt when you need it. The Verna's suspension - McPherson strut with coil spring at the front, and coupled torsion beam axle with coil spring at the rear - also comes into play when you are on a twisty mountain road. The suspension, which delivers a smooth and supple ride in the city, is just the right amount of firm, and on a sinuous mountain road, body roll is non-existent, and the Verna demonstrates a surprising alacrity for a front-wheel drive vehicle.

The Verna 4S can dart into bends and take on corners, while sticking to its line in true sporty style. The tyres offer phenomenal grip, whether its hard acceleration, cornering



or under heavy braking. When faced with a tight sequence of bends and even hill climbs, the Verna shows off its dynamic side by remaining composed at all times, giving the driver constant feedback through the steering and complete control of various situations at all times.

The Verna can be both relaxed and composed as well as wild and exciting. It's a car that allows you to safely explore boundaries, and make your life all the more interesting. If you are in the market for an attractive, value-for-money sedan that delivers a hassle-free drive day in and day out, the Hyundai Verna 4S Fluidic is the perfect package for you. And considering it's competitively priced as well, the Verna 4S could well be all the sedan you'd ever need. ■



NEWS

EDITED BY PI

EVERYTHING YOU NEED TO KNOW ABOUT NEW CARS THIS MONTH



BIG THIS MONTH

BMW 7 Series

Entertainment screens, ventilated massage thrones, and a tablet to control pretty much every function: these seats want to unseat the S-Class **TURN OVER**

7 THINGS YOU SHOULD

The newest edition of BMW's S-Class-baiting flagship has stepped into the ring.



LED headlights are passé - lasers are in

As standard, the new 7er gets full-LED headlamps. But, you can opt for something even better: BMW's Laserlight units. Borrowed - again - from the i8, the laser peepers, apart from doubling the illumination range from 300 metres to 600 metres, also feature Selective Beam, which detects oncoming traffic and alters the throw of the headlamps to make sure no one is blinded.

Six cylinders or eight - you choose

The smallest petrol motor you can have is a 3.0-litre in-line six (740Li) outputting 322bhp and 450Nm of twist. For now, the biggest engine on offer is the 750Li's twin-turbo V8 that churns out 442bhp and 650Nm. There's a 3.0-litre, diesel for the penny-pinching types, as well as a hybrid. An eight-speed auto is standard on all variants, but the 750Li is only available with all-wheel drive.



Light is right

A section of the chassis employs carbon fibre-reinforced plastic (CFRP), as well as steel and aluminium. The result of this is that the 740Li weighs just

1,770kg. Thus, more speed, and more kilometres to the litre. The use of CFRP for a car like the 7 is debatable and any damage will lead to seriously expensive repairs. But, the 7 has always led the way for future BMWs, so you'll see CFRP trickle down to the future 5 and 3 Series.



Gestures make things happen

A 3D sensor can pick up pre-defined gestures for increasing or reducing the volume of the 1400W, 16-speaker Bowers & Wilkins audio system, and answering or rejecting a call. You can also teach the sensor to identify and register a unique hand movement for executing a particular function. You could get creative...



You can park it using its key

The new 7's key features a screen, which doubles up as your parking display. If you've pointed the car's nose or tail at a tight parking spot, you can step out of the car, and use the directional arrows on the key's display to drive into or reverse out of the slot. And, if you can't be bothered about stepping out of the car, you can engage the optional Parking Assistant, and the car will manoeuvre into a parking space all by itself.

KNOW ABOUT THE

NEW 7

We simplify the tech-heavy package for you **BY AMAAN AHMED**

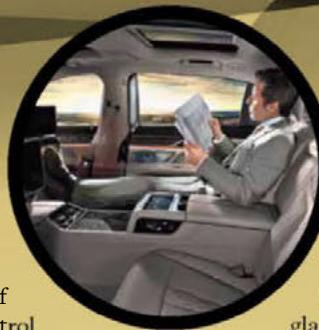
You will see it at the Delhi Auto Expo

As with the previous-gen 7 Series, we expect BMW to offer all three engine options with the new 7 when it is launched here early next year, most probably in February at the Auto Expo. It will most likely be a fully-imported offering initially, so there will be a rise in price. Expect the diesel to retail at ₹1.2 crore, and the petrels to be priced between ₹1.5 to ₹1.8 crore.



The back is where it's at

You can't take on the Mercedes S-Class without pampering the rear seat occupants, and BMW has made suitable arrangements. Tick the 'Executive Lounge' box on the options list, and apart from tonnes of space, you get four-zone climate control, electrically-adjustable, ventilated seats with massage function and a 'Vitality' program that helps you exercise on the move, rear seat screens, an armrest-mounted seven-inch tablet known as 'Touch Command' to control the infotainment system, check your Twitter, and carry out simple



functions such as raising or lowering window blinds, and a co-passenger seat that slides forward and extends a footrest for you to put your feet up, recline the rear seat and nod off. There's mood

lighting (of course), a Sky Lounge glass roof with LEDs that recreates the

same starry night effect seen inside a

Rolls-Royce, and an Ambient Air Package which releases two fragrances at the same time inside the cabin, much like the new S-Class. But, where the S only offers four fragrances, the Bee-Em's packing eight. No love lost between old foes.



WHY THE G12 COULD SPAWN THE M7

THE M DIVISION HAS NEVER TINKERED WITH THE 7 SERIES. ALL THAT MAY CHANGE NOW

The world has witnessed BMW launch the utterly bonkers, and utterly pointless X5M and X6M. So, when the company says an M version of the 7 Series is a mildly ludicrous thought, you'd be right to have a laugh. Mercedes builds the immensely powerful S63 and S65 AMG, Audi's got the S8, so why should BMW stay out of the power-limo game? Look closely, and you'll see how with the new LWB 7 (codenamed G12), the company's created space for the M7 by killing off the V12 (760Li). Moreover, the use of carbon fibre for added rigidity and keeping the weight down has all been done with the M7 in mind. The recipe for the most shouty 7 will be simple. An angrier face, sinewy haunches, bigger wheels, bigger brakes, alcantara strewn on the inside, the return of the V12 in its 600+bhp form, and all of that power directed at the rear wheels only. It may sound ridiculous, but don't we all enjoy being a bit silly?



The micro-SUV is born

The Kwid is Renault's trump card. Maruti may have a genuine reason to be worried **BY ABHINAV MISHRA**



In a segment full of dull-looking cars, the Renault Kwid comes across as a draft of fresh air. It plays on our soft spot for macho-looking vehicles, while still being relatively affordable.

It's nice to see how Renault has worked hard to give people what they want, and that too in an attractive package (something the Logan wasn't). The styling echoes the Duster's looks, with the big grille and aggressive-looking headlights. The flared wheel arches, plastic cladding and high shoulder line give the Kwid its go-anywhere appeal, but you know that it is supposed to only *look* like an SUV. That said, with class-leading



7-inch touchscreen.
On an Alto rival.
Good days indeed

ground clearance, we're sure speed-breakers will be easy pickings for the Kwid.

Powering the tiny 'SUV' is a three-cylinder, 800cc motor that should make around 60 horses. This should be good enough for city and highway drives. The Kwid does well on the power-to-weight-ratio front, as it tips the scale at a mere 670kg. That's 85kg less than the Tata Nano. Apart from making the car light on its feet, Renault says this will make the car incredibly fuel-efficient.

People looking for more power will be happy to know that Renault is also working on a 1.0-litre motor putting out close to 70bhp. Also in the



'IT PLAYS ON
OUR SOFT SPOT
FOR MACHO-
LOOKING CARS'



Perfectly acceptable
quality for a compact.
Lots of space on offer

pipeline is an automated manual transmission. The big engine and the AMT will be reserved for the top-of-the-line Kwid.

On the inside, Renault has squeezed in a lot of space for a small hatchback, and that's the first thing that strikes you when you get inside the Kwid. It might be a Maruti Alto competitor, but the space would have you believe this is a car from a segment higher. The Kwid also

boasts of a 300-litre boot, which is the largest in its segment.

The cabin feels airy, and ingress and egress is easy thanks to the high-set seats. Talking about features, the top-end variant will be available with a navigation screen and driver's airbag. Renault will be launching the Kwid around Diwali, and the car will be priced between ₹3-4 lakh.



SUZUKI IM-4

This could be Suzuki's answer to Renault's baby SUV. Again, the iM4 is not a real 'SUV' but a hatch dressed to look like one. Like the Kwid, the iM-4 should also offer good interior space.

Substitute the LED lights with halogens and the flashy wing mirrors with conventional items, and you'll know what the production-ready iM4 will look like. Engines will be carried over from the current Maruti line-up, and the iM4 will also be available with the two-cylinder 800cc diesel motor seen on the Celerio. There will also be an all-new 1.0-litre Boosterjet petrol engine which will be much more powerful. We should see a production version of the iM-4 at the Auto Expo next year.



RC213V-S: a let-down?

Got ₹2.4 crore and an undying desire to ride a MotoGP bike? The Honda RC213 V-S may be what you're looking for... or not

We're so used to seeing modern-day litre-classers boasting of power outputs close to 200bhp, that when we saw the power rating on the RC213V-S, we were extremely disappointed. And, the lowly power figure is only one of the reasons for disappointment. First, it has a 999cc V4 motor, which, in essence, is similar to the unit that powers Marc Marquez's MotoGP

bike. But, unlike that motor, which is rumoured to produce in excess of 230bhp, this only makes 157. Yes, there is a race kit on offer that will bump power up to 212bhp, but the catch is that with the kit, the bike won't be road-legal any more. And even though it resembles the MotoGP bike, it doesn't look as dramatic as, say, a Kawasaki H2R. In terms of sheer power, with a price tag of ₹1.17 crore (in the USA, so in India, it'll cost double that) it makes the H2R look like good value.

So, what do you get for the ludicrous amount Honda wants you to pay for the V-S?

To begin with, a lot of marketing spiel about how this is the bike that Marc Marquez rides. In reality, it's actually closer to the RCV 1000R, which was

sold to certain teams competing in MotoGP's Open category in 2014. The RCV 1000R's motor chucked out the pneumatic valves in favour of coil springs, as well as the seamless-shift gearbox in favour of a cassette

type example to keep costs low. So it's less like the machine Marquez rides, and more like the one Nicky Hayden rode. And, if like us, you're moaning about the drop in power, you'll be relieved to know that in the USA, the V-S will only make 100bhp, while the Japanese version gets a mere 68bhp because of emissions and noise regulations. So, you could either have a somewhat-close-to-a-MotoGP-bike for well over ₹2.4 crore, or you a performance saloon, a new Yamaha R1M and an H2R. Or you could have that utterly wonderful Ronax 500...



Strip tease



The MT-25 has been unveiled, and we were the first ones to report its impending arrival right when we saw the R25 last year. But, we'd said that the MT-25 (pictured here) would not be coming to India. What we'd get could be the MT-03, which will borrow its heart from the R3. The MT-03 (which will look exactly like the MT-25) is still some time away, as the model will first be shown at the EICMA show, in Milan, by the end of 2015, so it should be

showcased at the 2016 Auto Expo.

The styling stays true to the MT family, with a single headlight, while the rear is a carryover from the R3. The twin-pot, 321cc engine will make the same 41.4bhp and 29Nm of torque as its faired sibling.

The YZF-R3 will be launched in a few months from now, but you will have to wait till the end of 2016, which is when the MT-03 should reach our shores. It will be priced aggressively as Yamaha will try to eat into the KTM 390 Duke's market share. We expect prices for the MT-03 to be around the ₹2.8 lakh mark (ex-showroom).

STORIES FROM OUR WEIRD WORLD AND THINGS THAT FLOAT OUR BOAT

PLANET

TOPGEAR

BBC
Top Gear

Reliving the ride

THE MAN WHO CALLED THE SHOTS NARRATES
THE STORY OF THE MOST REVERED CAR SHOW... *IN THE WORLD*



p026



p027



p030



p032

SRIRAM NARAYANAN

On how small incidents can be big news in NZ

SHREENAND SADHANE

Undertakes the 'task' of delivering a two-stroker

BOSCH TECH

We sample a slew of innovations for the future

OPTIONS LIST

Samsung's new flagship and three new cams



THE STORY OF *Top Gear* TELLY

PART TWO. THE COLOSSUS

WORDS: **ANDY WILMAN**

THE SHOW THAT FINALLY GROUNDED TO A HALT JUST OVER A MONTH AGO WAS A COLOSSUS. 350 MILLION VIEWERS, 200 COUNTRIES, GUINNESS BOOK OF RECORDS FOR MOST WATCHED SHOW, 40 YEAR WAITING LIST TO GET IN THE AUDIENCE ETC ETC.

These sort of achievements however, weren't exactly front of mind back in the days of those very first shows. In fact, I distinctly remember the most pressing issue on the morning of show one was not world domination, but how to position the Mazda6 in front of the cameras on account of Jim, one of the researchers, having backed it into a lamp post on his way to the studio. Still, at least the car was there, which was more than could be said for the Saab we'd tried to film the week before, when Hammond and the film crew had been left staring at an empty parking space because Rowland, another researcher, had taken it to go and visit his relatives.

We were without doubt back then, completely cock-arsed. Take our genius plan to make lap times for the cars fair and equal. This was Britain – what if it rained? What if it was sunny? How could we create a level playing field each week? I know, let's wet the track in certain places to make it a bit wet and a bit dry? So we got two massive bowsers to spew their contents onto the track, and were baffled to discover that a) they only managed to cover a tiny portion of Hammerhead, and b) tracks dry quickly on a sunny day. This was before we even remembered that rain, when the real stuff comes, doesn't drop just in neat sections of one's choosing.

Still, at least Operation Wet Certain



The missing part of the *TG* puzzle arrived in the shape of James May

Bits of The Track to Match Rainfall That Doesn't Actually Behave Like That Anyway would have made the studio audience laugh, which wasn't exactly happening in the studio.

The main problem there was that the audience would turn up at say, 2pm, then stand on their feet, in a hangar that we'd either forgotten to heat up or cool down, for hour after hour while the presenters tried to record their links. We had no autocue so each piece required about 98 takes, and Jason Dawe bore the brunt of it with his lengthy and wordy Used Car News section.

Today, a pair of tickets to the show can fetch £10,000 at a charity auction but



"WE SEARCHED AND EVENTUALLY CAME UP WITH JUST THE THIRD MAN: JAMES MAY"



back then, by 8pm, when we still hadn't finished recording, I used to have to bar the exit door and plead with people to stay: "No, I understand you have to get home to your dinner and families and warmth and a chair, but please please stay for another half hour while Jason nails that story about second-hand Citroens."

However, in among all these hamfisted goings-on, something was starting to click. For starters, the new directors had brought in fresh cameramen and editors who raised the quality of the pictures and the music to another level. Then you had people like Jim who, when not backing cars into

things, unleashed his weird lateral brain to brilliant effect. "Everyone jumps a motorbike over buses, but let's see how many bikes a bus can jump," was one of his early and superbly pointless suggestions. He then got carried away trying to find a bear that could drive an automatic, switching to a monkey when the bear option didn't work out, but the TV animal handler lady screamed down the phone at him that she'd prosecute us if we dared put a primate in a car. Whenever she drew breath mid-rant, Jim tried to stress that the monkey wouldn't have to worry about changing gear and said he was a big fan of the PG Tips adverts, which made her even more



THE PRESENTERS When Jason Dawe and his second-hand news left, James May and his questionable shirts and floppy hair arrived

angry, so we ditched that and on to more important issues, such as Can a Granny do a Donut and What Toupees Work Best in a Convertible.

The combination of high-brow science like this, sexy films and a slowly improving studio started to bring us a decent audience of around three million, but, sadly, Jason wasn't working out as a presenter, so we decided we'd let him go at the end of the first series. For a while, for some reason I cannot fathom, the BBC Management had a wobble about Richard staying, and in their usual, classic HR style said to him in December: "We may not want you back for the second series, but, anyway, have a good Christmas."

There was no doubt though that Richard would stay, so we were looking for a third man. It was about this time we had another visit from the BBC Meddling Department, who told us that market research showed our show was attracting young, lifestyle, trendy viewers to BBC2, so perhaps we should think about getting a young, lifestyle, trendy presenter. Ever keen to assist, we searched high and low and eventually came up with just the man: James May.

His hair looked like it'd been lowered on by a trainee helicopter pilot and his shirts clearly styled by toddlers, but since we didn't have (and from the on-screen evidence clearly never ever had) a wardrobe budget, there was nothing we could do in the sartorial department.

However, like Jeremy, James's print background had given him a shrewd and witty eye on the car world, and he and Hammond bonded well. Their favourite game was eBay Roulette, which involved getting bladdered, going on the said consumer site and putting in a bid for a

shockingly cheap old crock, then going to bed and waking up to see if you'd won.

The other good thing about James was that on nearly all issues motoring, he agreed with Jeremy on absolutely nothing; and if you think Jeremy can stick with his opinion, he is a mere striplet of corn blowing in the wind compared with the stubbornness of May.

With our trio now complete, the growing of the show could begin. In our heads we were making a car show for car dweebs, but as Series Four went to Five went to Six, we realised that the actual growing was sprouting in directions we

hadn't reckoned on. Kids were watching, grannies were watching, and if I'd had a quid for everybody who said "I'm not into cars but I like watching your show," I could have afforded to stop making the show. At one point, the Meddling Department arrived with more news from the outside world. Nearly half our audience, they now declared, was female. Before they had a chance to follow that up with the suggestion to get a woman presenter, we shooed them out and carried on.

At first, I couldn't work out why so many girls were watching, because, let's face it, those three walking down the street are hardly going to be mistaken for Westlife, but then you realise that girls love men who are funny, who are a bit nerdy-passionate about their thing, and who don't actually try and be attractive. I think they also probably looked at their partner on the sofa, Stella can resting on his beer baby, looked back at the telly and thought "I haven't done so badly after all."

Obviously the kids were there for the Lambos and the stunts, which had now grown from a bald man with a bad wig in a convertible to playing darts with cars, sending a Mini down a ski jump and launching a Reliant Robin into space. I



The Cool Wall,
The Star in a
Reasonably Priced
Car and, of course
The Stig. Essential
TG elements

believe kids also loved the fact that Richard, James and Jeremy, besides having the same mental age as them, are unfair and mean to each other, just as kids can be in the playground.

As the audience grew in number and type, so did the size of the Complaints Bag, with more and more angry letters landing on my desk demanding that we stop arsing about and get back to doing proper tests of sensible cars for real people. We made a Wall of Complaints as a home for the best and most vitriolic ones, and Jeremy's response was to invent the fictional character Mr Needham, who would write in every week, demanding a sensible test of a sensible car, and then we'd give him the Fiesta attempting a beach assault with a company of Marines. Every problem was dealt with in as daft a way as possible. Perry, our lovely black-suited Stig, asked for a massive pay rise so he had to go, and hence he met his demise off the end of an aircraft carrier.

Looking back, I wouldn't say we were clever enough to plan all the good things that happened. Some stuff was just a happy accident. We went to Florida and Alabama to make a 25-minute film about buying your own hire cars, then when we got back found we'd accidentally shot enough stuff for an hour, and that's how the Specials were born.

I think another seminal moment in the Hall of Happy Accidents was the £1,500 Porsches film. That began as a small road trip to see how good a cheap Porsche would be, but when Jeremy's 928 conked out just over a mile from the start line, his genius editorial brain realised that crap cars breaking down was going to give us more entertaining telly than brand-new ones that worked. Hence we started doing cheap car challenges, with the highlight probably being James's Lamborghini actually turning up to the start of the film, on an AA loader, having broken down before we'd even started filming.

Another happy accident was the Cool Wall, which came about simply because we wanted something in style terms to talk to Trinny and Susannah about when they came on the show. Bottom line, we were too thick to think up these things from scratch, but smart enough to recognise something when it worked and then flog it to death.

Some stuff, though, did come as a result of brainstorming. It had to because we'd start each series with a blank sheet of paper. We knew there'd be cars, bad

"WE WEREN'T CLEVER ENOUGH TO PLAN ALL THE GOOD THINGS THAT HAPPENED"



THE £1,500
PORSCHE



RELIANT ROBIN
TEST



TOPGEAR WINTER
OLYMPICS



JEREMY DRIVES
THE PEEL P50



TOPGEAR GOES
CARAVANNING



RICHARD BEING
SICK ON A BOAT



CAR vs TRAIN
TO MONACO...



JAMES DRIVES UP
A VOLCANO



AYGO vs FOX FOOTBALL



£10-GRAND SUPERCARS



TOPGEAR CAR DARTS



TOPGEAR MOTORHOMES



RELIANT ROBIN SPACE SHUTTLE...

WORKED. FOR A BIT...



THE INFAMOUS USA SPECIAL



AMPHIBIOUS CARS PT1



TOPGEAR POLAR CHALLENGE

shirts and a Stig, but beyond that bugger all. Luckily there was enough brainpower around to keep the new strands coming. It was Series Four before we did our first big race, the DB9 to Monaco, and it wasn't until Series Eight that we attempted our first TG engineering project with the amphibious cars.

What I never had to worry about were the words coming out of the presenters' mouths. Any producer would be blessed to have those three. They would set off on a road trip, no script, just a few bullet points in their heads, and riff away like mates. At some point we gave them control of the On/Off switch for their in-car cameras, which was a mistake because Christ do they go on, but so much of their drivelly banter was gold.

All of this high-end content came wrapped up in a wonderful authenticity that for me was the genuine expression of reality television. When in Bolivia James said to Hammond "You running into the back of me stopped being funny three series ago," he meant it, and the viewers got that. When Hammond is throwing up on that sinking boat in the race to Oslo, he really is throwing up because the daft sod had had a skinful on the ferry the night before. When they got hurt – Jeremy knocking his shin driving

his truck through a brick wall, James smacking his head open in Syria – the blood and pain was for real. Obviously, there was one event when the pain got a bit too real, an event that began with Hammond walking into the office one day and saying "I'd like to go really f*****g fast this series," and ended with him on life-support in a coma.

None of us will forget that day when the tyre on his jet car blew at 463kph and he pitched over into the world's fastest-ever car crash. Part of me thinks he survived because he's so tough. He really is a human Honey badger; who else would be riding a dog sleigh to the magnetic North pole just six months after he woke up in a brain injuries unit thinking he was Admiral Nelson?

While Hammo was recovering, the accident itself had propelled this pokey little car show onto the world stage, and for a while our audiences in the UK alone were hitting eight million a week, but soon the window shoppers moved on and we settled down to life with the genuine followers. And, by the way, when Hammond crashed, there were three racing drivers who took the trouble to find the number for the office and ring up to send their best wishes. I will appreciate that for ever, so

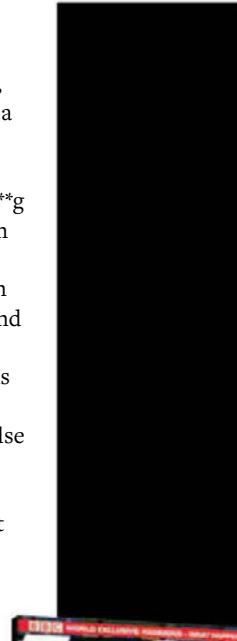
thank you, Eddie Irvine, Jacques Villeneuve and James Toseland.

On the subject of surviving, anyone who works on any TV show constantly plays the guessing game of how long the show itself will last, when will the numbers start to drop, how many series will you manage before the bosses pull the plug. In 2002, I estimated we'd be around for five, then a year later I upped my guess to 10.

In the end, we managed 22, the viewing figures were still strong, and I'd given up the guessing game because in TV terms, we were now in uncharted waters. Sure there are programmes like *Have I Got News For You* that have been around for longer, but they replenish their stocks by drawing on what's happening in the news each week. We had to come up with new stuff all the time, because you can't survive on road-testing the new Golf, and I can't think of another show that followed that path so well for so long.

Partly it's down to the genius of the presenters, who were ideas men just as much as they were gobs on sticks; partly it's down to the researchers and producers who came up with many great thoughts and worked so hard their hourly

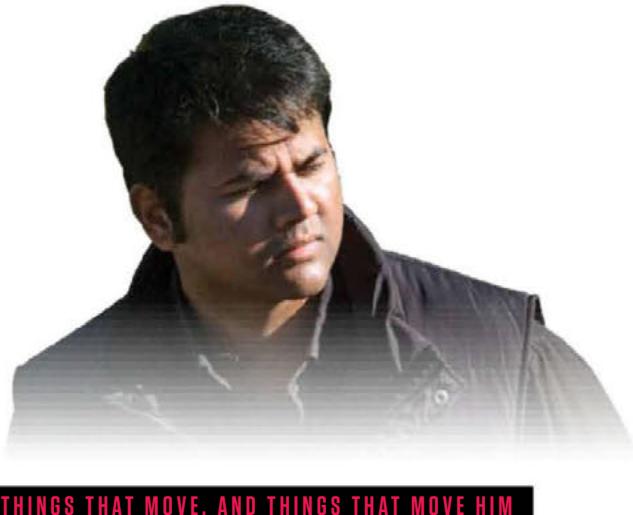
"FOR A WHILE, OUR AUDIENCES IN THE UK ALONE WERE HITTING EIGHT MILLION A WEEK"



rate was probably the same as a Vietnamese child labourer. Partly it's down to the arts and crafts boys – the directors, cameramen, soundmen, editors, dubbing mixers – and partly it's down to all the backroom mob: the mechanics, the runners, the coordinators, the lot. Many brilliant people. As I say, we set out to make a nice little show for car dweebs and ended up somewhere else, somewhere we never dreamed we'd be. And because we never planned it, I don't think we'll see the like of it ever again. 

Sriram Narayanan

HOW MANY EYEBROWS WOULD AN ICE CREAM TRUCK ROBBERY RAISE IN INDIA? ZERO? IN NEW ZEALAND, IT'LL CONCERN THE ENTIRE NATION



ON THINGS THAT MOVE, AND THINGS THAT MOVE HIM

The only thing that can shock you in New Zealand is the fact that nothing that happens there can ever shock you. Take the house I lived in. I was told to not bother with the chore of locking doors, or shutting windows. And I truly did not. After the first couple of nights, I even stopped bothering taking the keys when I stepped out.

About a month back, Auckland, the commercial capital of New Zealand, went into a tizzy as news about an ice-cream van being robbed at knifepoint broke. If that's the kind of news a Mumbai or a Delhi correspondent brought in, they'd be fired. In New Zealand, though, that got the prime-time slot on the breakfast television broadcast.

But the biggest shock awaits you when you fly domestic in New Zealand. Unless you're flying to Auckland, most domestic flights do not have security checks. Some would call that lax. I'd call it the good old days right here in the present. To put it simply, the country and its people are happy to be tucked away in their little corner, where they do not bother with the world, and the world does not bother with them.

Kiwis always joke about how in the movies, when they show the map of the world in danger, New Zealand never ever figures in the scheme of things.

Yet, that leisurely, trusting approach to life somehow doesn't spill over onto the roads. Of course, driving in New Zealand is an extremely relaxing and pleasant endeavour. In South Island, with the snow and the Southern Alps, you can drive for several hundred kilometres and not come across another human or human-operated device. If you lose control, you could, at worst, drive into a hedge or a wired fence. Since cars go through barely any stress,

all you see in this region are 15- and 20-year old cars with Warrant of Fitness certificates.

In bigger cities in North Island such as Auckland and Wellington, you will have the AMGs, the Audi RSes and the occasional Ferrari, Maserati and Lamborghini. So, in a society that's so chilled out, considers a minor robbery worthy of national prime-time news, where even the capital city has only 5 lakh people, you'd think driving would be a breeze. It is. Till you come face-to-face with the pedantic nature of the people who run things.

"You could drive for hundreds of kilometres in South Island and not encounter another human being"

A small crack on the road will bring out the orange army – orange safety jackets, orange flash lights and orange warning boards. And a recent report in Wellington shed tears over the worsening state of traffic in the capital. Apparently, for every kilometre driven, motorists spent 27 seconds being stationary in traffic. Twenty-seven seconds every kilometre. The cause of agony was because the previous year, it was only 22 seconds.

Now, imagine if you were stationary for only 27 seconds for every kilometre you drove in India, your travel time would be halved anyway. And these precious seconds have sent Wellington's planners and citizens action groups into a frenzy.

In South Island, which has even lesser people than North Island, I read a letter in a magazine from a reader. The chap wrote about how a cop car did 140kph just so that he could catch up with him. All because the reader was doing 108kph – eight over the limit. And in doing so, the cop parked his car with the lights flashing right on the white line causing traffic – sparse as it may have been – to spill over onto the other lane on a single-carriage highway.

Which made me realise two things. One, Utopia does not exist. Two, after experiencing a beautiful, picturesque and stress-free driving environment, I was aching for the stimuli that an Indian road provides – the chaos, the ever-present risk, anticipating, taking evasive action, other road users on a suicide mission – and because you are driving with the constant fear of the untoward, an Indian road always kept my mind focused and in the zone. Which is bad. And good. I think. Oh, and I'm back.

The views expressed in this column are solely those of the author.
sriram@topgearindia.net



Shreenand Sadhale

OUR COLUMNIST GETS ASTRIDE A LEGENDARY TWO-STROKER AND LIVES HIS TEENAGE DREAM



FULL TIME PILOT, PART-TIME MOTORING JOURNALIST. SOME GUYS HAVE IT ALL...

The good thing with having friends who are as into motorcycles as you are is that they will ask for favours. The kind of favours, which will make you feel like you've just won a lottery. "I need to deliver a bike to Bangalore. Would you like to ride it up?" said Joshua Crasto, my long-time buddy, who now restores motorcycles and creates ultra-cool customs at Garage 52, in Mumbai. Now Josh is a super ingenious fellow, the kind who can fix a tank with a Swiss Army knife. He also happens to be as deft with a spanner as Federer is with a racquet. Over the years, the man's saved many a motorcycle, from single cylinder BSAs to four-cylinder Japanese bikes and everything else in between.

"So what've you been busy with?" I asked holding my breath. "It's a 1984 Yamaha RZ350 LC in Kenny Roberts colours." Everybody has a machine that they dreamt of owning while in college, and this was mine. Back then, there were three RZs that I knew of, in Mumbai. I knew where they were parked, and I would check on them from time to time. It was nice to have options on the off chance that your parents saw value in spending your annual tution fee on a motorcycle instead. Also, everyone also has a favourite road, and the NH17 is mine. Turns out, the universe does pay attention, sometimes.

The ride began dark and early.

Sweet smell in the air. Low cumulus on the horizon. Warm if you are standing still, pleasant when on the move. Summer! I hadn't been down this road for a decade, and everyone recommended I take the faster alternative, the NH4. "Less traffic and much more straightforward," they said. Safe to say, none of these people had been near a motorcycle before. Besides while growing up, road trips always involved the NH17. There are so many memories built around this single

lane black top, it's like going through a family album... on tarmac.

Anyway, I made it past traffic lights before they had reported to work and villages before they'd woken up. The towns did seem larger than I remembered, though. And denser. Can't be helped, I guess. But the farther I got from them, the more familiar the road became. The off-camber blind corners, narrow bridges, steep hairpins... I used to know this road like the back of my hand. Good to see that most of it was just as I left it.

'Trucks started flying backwards. "This is a powerband," I said to myself'

The 'Elsie', on the other hand, didn't look a day older than when it would've come out of the showroom and ran just as well. I hadn't been on a high-capacity two-stroker for a while so I took the first 100 clicks to recalibrate my riding that's been spoilt over the years by high torque V-twins. Trust a two-stroker to bring back the lost art of wringing a throttle to the stop. The Yam was erratic at low revs, but once past 6 large, the YPVS would kick in and trucks would start flying backwards. "This is what they call a powerband," I said to myself. Not to mention the soundtrack. Few sounds in motorcycling are as sweet as a perfectly tuned two-stroke twin at full chat. Damn you, emission norms.

Ten hours, six hundred carefully (sort of) run-in kilometres on the odo, three fuel stops and a day well spent. It had begun with me watching the sun rise through my visor and it ended with me watching the sun set with a beer in my hand. Pure bliss!

The next morning, as I was getting ready for the next leg, I had my usual Ryan Bingham moment that I always get on these solo rides. I look at the bike, look at my tail pack and then look at the bike again. Everything that I need is right there. What is all that other stuff at home?

Now, if you ever want to cross over from NH17 to NH4 near Goa, I recommend you take the road that goes through Sanquelim and up to Chorla. It's like the Nurburgring. At a discount. Never mind the occasional oncoming truck that will stray into your lane. The rest of the day turned out to be rather monotonous. This always happens. Give up a single-lane black top for a more peaceful, two-lane interstate and suddenly riding starts to seem like work. But, at least there was one happy RZ owner at the end of this road who couldn't stop thanking me for my efforts. Some favour!

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Abhishek Mishra

ZEBRAS, IMPALAS AND BIG CATS.
OUR COLUMNIST REFLECTS ON TERMS,
NAMES AND THEIR ASSOCIATIONS WITH CARS



TWISTED THOUGHTS OF A HERMIT BATTLING SOBRIETY

Centuries ago, man was successful in his attempts to domesticate animals. Some of these animals, affectionately called 'beasts of burden', helped him travel farther, get to places faster, draw carriages, transport goods and make war. Of these beasts, horses were considered more equal than others.

Which brings me to this wonderful term: horsepower. A term coined by James Watt that, despite its subjective moorings, is still used today. Most men, and some women, consider this number to be the ultimate thing that matters in their rides. Watt, though, had reportedly come up with it to quantify the power output of the steam engine by referencing horses.

A lot of time has passed since then. Motorised transport is a reality in even the world's poorest countries. But, we still use a unit with the word 'horse' in it to measure the power of vehicles that have, ironically, replaced horses. I guess people must feel proud that even their puny hatchbacks today have the power of 40-odd horses.

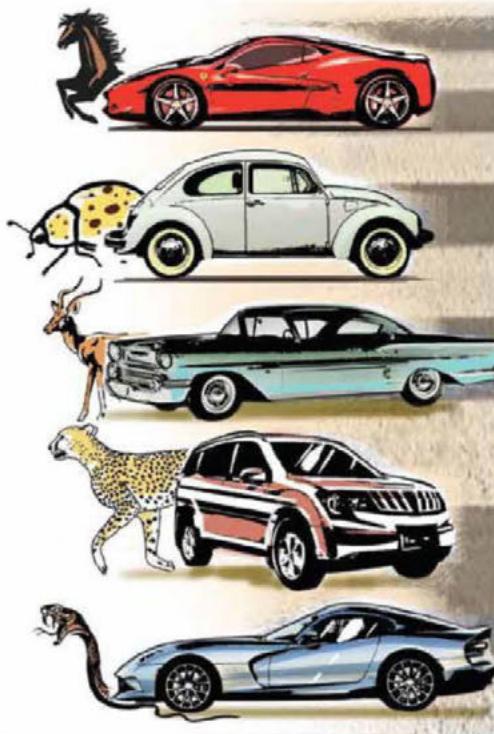
Now, consider the animal names used by manufacturers. As a kid I knew about Jaguar the car long before I knew about jaguar the cat. I loved the Chevy Impala and had no idea it was named after an antelope. Which is kinda funny, for the Impala wasn't anything like an antelope. Humpback would probably have been more apt.

Speaking of apt names, Volkswagen came up with a perfect name for the Beetle, until recently the bestselling car of all time. Toyota displaced it from the top spot with a car named after the collective unit of flower petals i.e., the corolla.

VW then gave us a taste of German humour in the 1980s when it used names such as Fox and Rabbit for two of its cars. Difference was that the Fox had a boot and the Rabbit didn't. There's a sentence you've never read before. I'm sure models with those kind of names would have made strange sentences like "There goes a Fox followed by a Rabbit" seem completely normal.

It's not limited to just names, though. Manufacturers have often used animals to describe characteristics of their models. Wild creatures have supposedly inspired everything from design to driving dynamics. And, like the Impala mentioned earlier, sometimes the poor automobile is way out of character.

"I didn't know the Impala was named after an antelope"



A recent Indian example that comes to mind is the Mahindra XUV500 that was apparently inspired by a cheetah. Was mighty brave of them, I thought, associating a near two-tonne, 140bhp diesel SUV with the fastest land animal on earth. To drive home the association, there was a one-off cheetah-inspired paint job for the car at some point. Which made the XUV look like it was draped in kinky underwear from Ludhiana Hosiery. Purr... I mean snarl...

Animal references are not restricted to car names and engine output figures only, though. The most visible reference on our roads is the zebra crossing. It's that strange place on the road where pedestrians are supposed to have right of way. And it's named after a zebra because some Brit in the mid-1900s thought it reminded him of the stripes on the animal. Some zebra crossings are so famous that they've even made it to iconic album covers.

My current drinking buddy loves them. She's young, a musical prodigy, and a practising delinquent. Last night as we walked home after a late night at the local den, she found a zebra crossing and rushed to... uh... cross. Halfway through she broke into a little jig on the white stripes and told me she was playing the piano with her feet. As I helped her against her will onto the pavement, she soaked in some imagined applause.

As we resumed our walk home, I tried to educate her and said, "That's a zebra crossing". She stopped immediately. Her little eyes lit up with excitement and she said, "A zebra? Where?!"

I think this is why pedestrian crossings are marked by stripes and not spots. A leopard crossing may make more sense given that, unlike the zebra, the jungle cat is indigenous to India. But, "that's a leopard crossing" could really scare the hooch out of a happy drunk.

The views expressed in this column are solely those of the author.

Ask Uncle TopGear



OUR MYSTERIOUS AGONY UNCLE HELPS SOLVE YOUR DILEMMAS. SORRY IF HE GETS A BIT GRUMPY

ASK UNCLE TOPGEAR



Keep it going,
keep it rattling

Dear Uncle TG

I plan on souping up my hatchback, and the agenda includes aftermarket seats, a short throw shifter, low profile tyres, data logger (yes!), a light tower and, possibly, a turbo charger. Yeah, baby!

Phanindranath Mukherjee, Kolkata

I have two questions for you. The first is 'why?', and... I forgot the second one. Nice knowing you.

Dear Uncle TG

I have been following F1 since the 1970s, and I think, and I know I'm not the only one, it's gotten too boring. I long for the days when men were real racers, men such as James Hunt and Niki Lauda and co., and nearly every race had amazing overtaking and all. Today, it's one boring

**EMAIL
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QUERIES
FOR
UNCLE
TG...**
askuncletopgear@
topgearindia.net

procession. Sir, what do you think can be done?

R J Ram, Mumbai

Please write to bernie@idontgiveash*t.com

Dear Uncle TG

Help! My 1968 Standard Herald Mark III has a rattle.

Kumar, Coimbatore

Trust me, Kumar... the time to worry is when the rattling stops.

Dear Uncle TG

I was driving on the Madras Motorsports Club Race Track last month when a mongoose jumped into my path, and unfortunately it met with a grisly end. I still can't believe I killed it. Maybe, I

should stop going for track days.

Ananth R, via email

Don't worry. It couldn't stand the manner in which you were making a hash of the corners, and probably committed suicide. Happens.

Dear Uncle TG

What's the best time to buy a car?

Raghvеш Chaturvedi, Bhopal

Between November and February. After that, they go out of season.

Dear Uncle TG

I have sent you many Facebook friend requests, but you always reject them?

Gagan Chandra, via email

I generally like ignoring people. I'm like that.



LOOKING INTO THE FUTURE



Bosch has seen what is to come in its crystal ball. That's why it's readying an ecosystem that should make mobility cleaner, greener, safer and convenient. *TG* gets a sneak peek

WORDS: DEVESH SHOBHA PICTURES: MANUFACTURERS

Did you know the Porsche 918 Spyder, BMW i8, Maserati Ghibli, Volkswagen XL1, Audi TT, Ford Mustang, Land Rover Discovery Sport, Tesla Model S, Mercedes S-Class and Jaguar XE share one commonality? Yes, they do – their technology partner, Bosch. These and many other vehicles, including motorcycles, use Bosch's technology for improved safety, driving pleasure and better fuel efficiency. No wonder then, Bosch is one of the leading component makers as far as mobility solutions are concerned.

But the thinking minds at Stuttgart aren't stopping at this – they are now looking beyond the hood and wanting to take things to the next level. They have a road map for the journey till 2025, and if their plans materialise, the future of mobility will be brighter. Now, as we all know, downsizing, hybrids and electrification of cars and bikes is a major part of sustainable mobility, but Bosch is quick to point out that 'green' cars may not necessarily be lacklustre to drive. And,



ABOVE: Recuperation system for boost, start-stop and coasting. Can be 15 per cent more efficient



BELOW: No radar here, just a video sensor to activate the emergency braking system

after having a go in the 918, the i8 and the remarkable XL1 diesel-hybrid at Bosch's Boxberg proving ground, we're certain that the marriage of combustion engines and electric motors can certainly provide an engaging experience. However, the big question is, how do you take things to the next level? The obvious answer is by developing new technologies that make driving safer and greener.

Okay, we know you must have read a hundred technology pieces before and things can get as dreary as having to visit a distant cousin or spending a day with your in-laws. But, a day well spent at Boxberg gave us an insight into how interesting things could get in the automotive world once Bosch's plans start falling in place. Three pillars form the base of its master plan for attractive and sustainable cars of the future, which are: electrification, automation and connectivity. And when these three aspects are put together, the results are rather promising. So let's delve deeper into each of these aspects, shall we?

Electrification isn't something new to Indians. We've had the Reva electric car for over a decade. It's another thing that the little hatch hasn't really been accepted because of its high sticker price, limited range and the lack of infrastructure for EVs. Bosch, however, believes this will change with time as it anticipates by 2020, batteries will offer twice the energy density for half the present cost. Goodbye range anxiety, then. What about infrastructure? Well, it's our Government's responsibility and not Bosch's, but once the framework is in place, the company has solutions for that, too. Let's leave that for a later date.

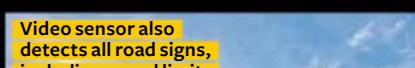
But for now, we are stuck with internal combustion engines, and Bosch says they will continue to play a major role over the next decade. "Modern combustion technology is the bedrock of efficient mobility," says Dr. Rolf Bulander, chairman, Bosch Mobility Solutions. Isn't that good news? Yes, it is. With the advancements in engine technologies, Bosch believes electrification will not only make combustion engines cleaner and greener, but the e-powertrain will also provide extra power, further adding to the driving pleasure.

What does Bosch have to do with cleaner IC engines? Well, apart from providing electric motors to complement the IC engines in hybrids like the 918 Spyder and i8, Bosch has developed smarter direct-injection systems for both petrol and diesel engines that reduce fuel consumption by up to 15 per cent, and offer better drivability at low speeds, thus being efficient and reducing CO₂ emissions. And when it comes to big, heavy vehicles, merely optimising the IC engines isn't enough. That's where Bosch's hybrid powertrain systems work in tandem with combustion engines to offer the best of performance and efficiency in real-world conditions.

The term 'automation' implies minimal human involvement in the process of driving. And, that's what it actually is. Due to human error, only in India, close to 5 lakh people are involved in road accidents every year, and according to Bosch, this figure could go down



DRIVERLESS CARS ARE COMING, BUT THEY ARE STILL A DECADE AWAY



by 15 per cent if automation makes its way into cars. Automated driving doesn't suggest driverless cars, although Bosch is working on systems that will bring autonomous cars into the market, but that is still a decade away. For now, this aspect of technology refers to all safety and assistance systems that help drivers in traffic jams, while taking evasive action, auto-braking or parking by remote control.

Bosch's auto emergency braking system has been available internationally for the last five years, and the company will launch its evasive steering support, remote park assist and traffic jam assist later this year. India, however, will still have to wait for these radar-assisted systems as the use of such frequencies by civilians isn't permitted in our land.

Lastly, connectivity is the third part of Bosch's mobility solutions where the internet will play a vital role in the development of transport for the future. This system will provide real-time traffic updates, provide information about accidents, roadwork delays, or about a jam that starts just around the corner. Such information is essential for highly automated driving functions. And, once the infrastructure for EVs is in place, we could also find and reserve vacant charging points and pay for the electricity online. Smart indeed.

Bosch believes connectivity is key to efficient, safe and convenient transportation, and if things go as planned, it could be just that. By the looks of it, Bosch has great plans for the future of mobility, but the implementation of these solutions requires a base, which, in all probability, isn't going to be ready in India at least till the next decade. We are living in a world where the issue of mandating airbags and ABS for cars is still being debated on automotive forums, and the use of radar frequency is deemed illegal, so driverless cars and vehicle systems communicating with each other seem like a distant dream. But, there's hope of intellectuals taking up the job of policy-making and when that happens, hopefully, Bosch will be ready to meet Indian automotive needs. **TG**





SAMSUNG GALAXY S6 EDGE

 The pursuit of integrating curves to a display is not quite new, but what makes the S6 Edge different is that it has eschewed gimmicks and accepted the curve more as a display enhancer. So, instead of having clumsy app shortcuts on one side, Samsung has integrated the curved edges as a part of the display on both sides of the screen.

It's a pleasure viewing, or reading anything on the Galaxy S6 Edge, simply because the display is outstanding. Samsung's Touchwiz UI, too, seems to have matured with age, and though it still does completely take over the stock Android

UI, it's incredibly fluid to use.

The camera is possibly the best of what any premium Android mobile has to offer. Its 16MP primary camera is not only great with details, but also with colour tones. Unlike the forced white balance that many other cameras tend to add, this one keeps the warm tones and other hues intact, adding a great feel to pictures. Even the front camera has a whopping 8MP resolution,

which should be great for selfie enthusiasts out there. It should be mentioned that both cameras tend to cover an unusually wide angle, so you can throw away that selfie stick.

Though neither perfect nor cheap, the Galaxy S6 Edge is still the flagship to beat. Not only does it utilise the curved edges much better than its predecessor, but it also sets itself as a powerhouse performer, while boasting a sleek design that will force the competition back to the drawing board.

₹58,900 (32GB), ₹64,900 (64GB); samsung.com/in

SHOOT AT SIGHT



BLAUPUNKT DIGITAL VIDEO RECORDER BP 2.0 FHD

 Blaupunkt's dashcam portrays its German characteristics very well. Smart, compact design, with physical buttons for all the important functions. But it's right up there when it comes to specs - 120 degree wide viewing angle, 1080p video recording capability with audio, and auto recording start on impact, marking the timestamp on the video for evidence. The loop recording mode makes sure you don't need to bother deleting files. You can even set it up for motion detection, and use it as a CCTV cam. ₹4,000; blaupunkt.com



TRANSCEND DRIVEPRO 200

 Transcend's high-end cam has a lot of tricks up its sleeve. The 160-degree recording angle pretty much covers your entire windshield, ensuring you don't miss anything. It comes with a G-sensor to start recording on any kind of impact, getting you essential evidence in case of an impact. Besides the Full-HD video recording capability, the DrivePro 200 also comes with Wi-Fi support, so you can manage the camera's settings through your mobile. Great if you're a back seat kind of guy. ₹9,699; in.transcend-info.com



ASUS RECO CAR DVR

 A surprising entry from the Taiwanese manufacturer, known mainly for manufacturing PCs and PC components. But that said, the Asus Reco comes packed with features like HDR recording for even visibility, 1080p video at a wide 140-degree angle, and a G-Sensor to start video recording on impact. But you probably will be able to avoid those impacts as the Reco also comes with a proximity sensor that activates on high speeds, and detects abrupt lane changes. TBA; asus.com/in

TG Watch Report

The pick of this month's watches

TAG HEUER SENNA COLLECTION

 Tag Heuer has released four special edition timepieces to celebrate the 30th anniversary of its storied association with the McLaren Formula One team, and to pay a renewed tribute to one of the world's greatest F1 drivers. The collection comprises of two steel Formula 1 chronographs and two Carrera Calibre 16 Chronograph Senna editions. Each watch features the famous stylised Senna 'S' in red lacquer, on the dial, case back and bezel, and a tachymeter scale. The 43mm Formula 1 Chronograph is available in a choice of two dials: grey anthracite with red flashes, or black opaline with yellow and green accents (a nod to the colours on Senna's helmet). The watches are powered by a Swiss Ronda movement, and the



Carrera line features 44mm chronographs with date function. Other Senna references include the 'Legend' steel bracelet with S-shaped links, the same style worn by Senna.

tagheuer.com



GUESS CONNECT

 Guess has tied up with Martian Watches to deliver a multi-function, chic smartwatch line. The smartwatches will incorporate Martian's Dual Mode functionality, simultaneously offering voice command functions via classic bluetooth while utilising bluetooth low energy to provide hands-free and eyes-free notifications. The watches are compatible with both iOS and Android.

guesswatches.com



SEVENFRIDAY P2-01

 The SevenFriday P2-01 is pretty flash. The rose gold watch, inspired by tools and stuff, is Swiss-designed, powered by an automatic movement and features anti-reflective mineral crystal glass. We quite like the orange dial and all those discs, hands and cogs it is adorned with. Like we said, pretty bling, but if that's your style, go for it.

sevenfriday.com



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RIDE OF THE MONTH

TREK 1130 AMAZONAS

Benelli's tried its hand at building a burly adventure-tourer. It's done rather well **TURN OVER**



p039



p040



p042



p044

RR EVOQUE

New 9-spd 'box for the posh Range. Nine speeds!

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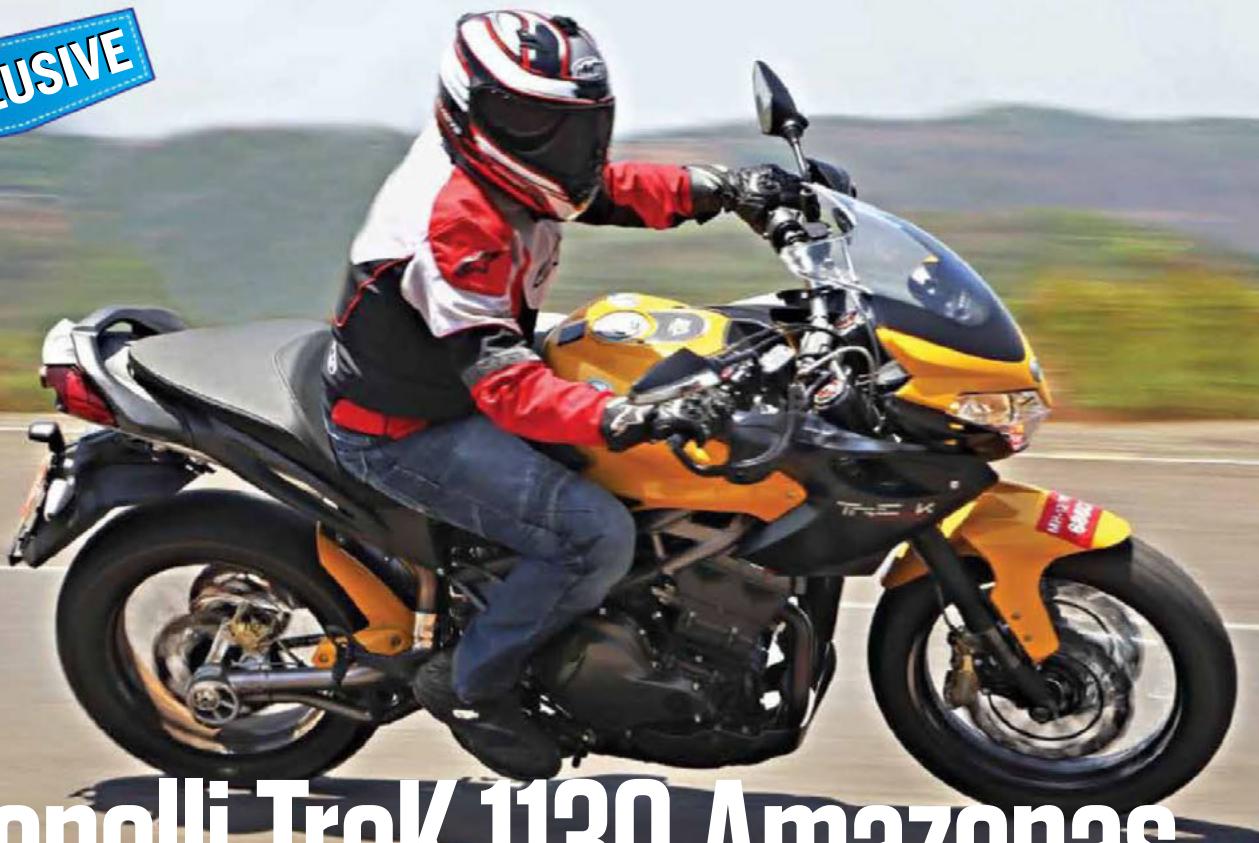
Routine mid-life facelift for the littlest Audi SUV

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EXCLUSIVE

Benelli TreK 1130 Amazonas

We take a crack at DSK Benelli's adventure bike that has a lot going for it **BY ABHINAV MISHRA**

PHOTOGRAPHY: ABHISHEK SHRINGARE

The standard operating procedure while approaching a corner is to slow down, keep the motor churning in the middle of the rev range, lean in and open throttle for maximum exit speed. We do it all the time, but this time around the tail wagged a bit. And it was enough for us to go easy on the gas. The Benelli TreK 1130 Amazonas is one torquey motorcycle, and it puts its power down in a savage manner.

You won't mistake the Amazonas for any other motorcycle. Italian design flair is evident all over, and this is one of its strong points. The styling takes its

clues from the rest of the TNT family, and that's a good place to start. The three-way adjustable windscreens merges nicely with the fairing at its lowest setting, while the rear view mirror-mounted turn indicators are a neat touch. Rounding off the adventure-tourer package is the alloy bash plate (protects the engine from debris while off-roading), hand-guards and wire-spoke wheels.

The dated instrument cluster design is a tad disappointing, though, and while it's easy to read and throws up info that can be ingested at a glance, it does look out of place on a motorcycle that costs a great amount of money. But, we don't expect this to be a deal-breaker for people who are already sold on the Benelli's looks.

The Amazonas shares its 1,131cc in-line triple-cylinder motor with the TNT 1130 R. The engine has been detuned, so it now makes 123bhp and 112Nm of torque. Mid-range performance has been given emphasis, and peak torque is available half way through the rev range. A six-speed transmission carries power to the rear wheel, and the Amazonas' performance



This is how the Italians do an adventure-tourer. We like their method

figures are comparable to its rivals.

Fully-loaded, the Amazonas tips the scale at 240 kilos, which is again similar to the competition.

What sets the bike apart is its lack of electronic aids. The usual traction control, power modes and, for that matter, even ABS, have been given the boot. Which means you save a precious few minutes of your time and get straight to the riding bit.

SNAPSHOT

IN DETAIL



Instrument cluster the only fly in the Amazonas ointment



Produces a guttural note. Will be loved by those who like it raw



Sachs rear mono-shock is preload- and rebound-adjustable

If you do want to manipulate the amount of power going to the rear wheel, there's a power control button that can be switched on-the-fly. In normal mode, it smoothes acceleration, while power mode sharpens throttle response. It does not affect the power rating in anyway, but blunting the throttle helps when you're out for a round of trail riding.

The engine is noisy and unrefined in an almost unapologetic way. Twist the throttle, and the exhaust makes tunes that Megadeth fans would love head-banging to. Power is hammered down (yes, we said hammered) to the asphalt from the word go. The Amazonas feels untamed unlike a lot of modern-day bikes, which, thanks to

SPECS

1131cc, 3cyl, 123bhp at 9000rpm, 112Nm at 5000rpm, 6M 21.5 litre, 10.5kpl 240kg ₹ 13 lakh (ex-showroom)



Growly three-cylinder motor is immensely torquey



Not the most off-roady bike you'll ride, but the Amazonas can hold its own in the rough

their electronic gubbins, tend to deliver a watered-down riding experience.

With the Trek, you have to manage all that power coming from the in-line triple without the help of electronic nannies. This adds a lot more fun to the riding experience. But, we did long for a slipper clutch that would have aided aggressive downshifting.

The Amazonas makes its intentions clear after the first few corners. Ride it like a cowboy and you'll be thrown off the saddle.

Treat it with respect, and you are rewarded with tractable power through the rev range. The engine starts pulling strongly past the 2500rpm mark, and you get uninterrupted power all the way to 9000rpm.

Thanks to all that torque, the Amazonas can cruise at 100kph in sixth, with the rpm needle hovering close to 5000rpm (where peak torque is produced). Most corners can be tackled in fifth without downshifting. If you want a soundtrack to play in the background, downshift a cog or two.

Taking a series of bends is never a



problem for the Amazonas, but we did find the turning radius to be a bit wide. This can be tricky if you are on a narrow road in the city, or trail-riding.

Speaking of trails, the Amazonas does feel more at home off-road than most Japanese bikes we have ridden in this segment. The Metzeler Tourance on/off road tyres provide ample grip on dirt. Though it is not a full-blown off-roader, the extra traction comes in handy while riding on dusty trails or back roads.

The bike is easy to ride around in traffic, too. The narrow seat means riders 5.7ft-ish can place their feet firmly on the ground. This is especially helpful while managing the bike in stop-and-go traffic. On the flip side, the shape of the saddle means you don't have enough room to move around, which can be somewhat discomforting on long rides.

To tackle diverse environments, the bike is equipped with adjustable 48mm upside-down forks up front, while the Sachs monoshock at the rear can be adjusted for rebound and preload with

VERDICT

An adventure-tourer without electronic aids. Brutal power makes it loveable

7/10

the twist of a dial. Though we chose the softest setting, the ride was still a bit bumpy at slow speeds. At higher speeds, the Amazonas moves over potholes with tank-like composure.

For something that possesses so much brute force, we did find the brakes a bit lethargic. The Brembo 320mm dual discs up front and the 240mm disc at the rear lack the urgency that you would expect from a bike that has so much power. While it stops in time, we just wish the brakes had some more feel. To be fair to the Amazonas' braking capability, the lack of ABS means the progressive braking helps the bike stop better off-road.

The Trek Amazonas 1130 is for people who like their riding experience free of any sort of electronic interference, and like it raw. And, the 1130's raw power can get very addictive once you get used to it.

THE RIVAL ➤ SUZUKI V-STROM 1000

Japanese reliability with better road manners; not too many electronic aids on this one either.





VW Vento

Gets *another* facelift and some much-needed add-ons **BY AGASTI KAULGI**

Volkswagen's been quite busy with the Polo and Vento over the last couple of years. The Polo seems to have a thousand variations in terms of engines, gearboxes and Cross versions, while the Vento, too, got the brilliant seven-speed DSG a few months ago. Now, there's a Vento-based compact sedan in the pipeline.

VW recently announced that it'll be getting the aforementioned Vento CS, the new Beetle, the Tiguan and the new Passat in the next two years. But, before all of that comes in, it has launched the updated Vento.

The Vento now gets the familiar VW face. It looks more like the Jetta now. We preferred the Vento's pre-facelift look, but with VW's new design language, all its cars are closer to each



If you've been in a Vento, you'll find this place familiar

VERDICT

Fresh looks and more goodies make an already good package even better

7/10

other in terms of looks. The Vento now gets more prominent creases on the hood, which by the way, has grown in length. The grille is now bigger than before, and wider, too. The bumpers have been redesigned, as have the headlamps and the fogs.

Inside, not much has changed apart from a slight difference in the colour combination of the upholstery. But with this update, VW has added a few creature comforts to make your life a bit easier - like the new electrically-folding ORVMs with integrated turn indicators.

Bluetooth, Aux-in and USB connectivity has been carried over from the outgoing Vento. There's now a button on the boot lid to pop it open, and that's something VW forgot to add all these years. But, despite these additions, VW has left out a reverse



cam even in this update. A reverse cam is now almost standard for this segment, but clearly, Volkswagen thinks otherwise.

In terms of mechanicals, it can still be had with the same 1.6-litre petrol, the 1.2-litre turbo-petrol, or the 1.5-litre diesel engine, mated either to a five-speed manual or a seven-speed dual-clutch auto. The automatic gearbox is the best in this price bracket, and far more advanced than its rivals. In terms of drivability, too, the Vento is top dog. Solid German engineering has resulted in sound dynamics.

VW has worked on the suspension on this version to get it to suit Indian road conditions. It has become quieter while going over battered tarmac, and is easier on the back.

Prices for the new Vento hadn't been revealed at the time of going to press, but we expect them to go up only marginally. Prices will be in the range of ₹8.3-11.8 lakh depending on the engine you choose.

The Vento has always been a good-looking sedan with sound driving dynamics and one that's available with a bunch of engine options. The facelift has freshened things up, and brought it in line with the rest of the Volkswagen family appearance-wise. The added features only heighten its appeal.



PHOTOGRAPHY: MEGHNEEL JANI

SPECS



1498cc, 4cyl, turbo-diesel, 104bhp, 250Nm, 7A



City: 11kpl, Highway 14.7kpl



₹ 8.3-11.8 lakh (est, on-road, Mumbai)



Range Rover Evoque

Striking SUV now equipped with a new 9-speed 'box BY AGASTI KAULGI

This is the drill most manufacturers follow: launch a vehicle, give it a facelift in about two or three years' time, and, if there are any glaring mechanical flaws, sort them out along with the facelift. But, with the Evoque, things have been a bit different. The original design was so striking that Land Rover didn't have to bother with a facelift or a nip-and-tuck job. Instead, what it has given the Evoque is a brand-new gearbox – one that packs in a full nine cogs.

Apart from the new 'box that has more ratios than any other car sold in India, the other big news is that Land Rover has started assembling the Evoque at its plant in Pune, Maharashtra. And, as a result, the Evoque's price has taken a massive ₹10



VERDICT

The new gearbox makes the Evoque more responsive and efficient at the same time.

8/10

lakh drop.

About four years ago, we had said that the Evoque's a sorted product, but that it was a tad too expensive. With the price bit fixed, the Evoque appears ready to pile on the numbers. With local assembly and a bit of localisation, there are a few differences between the model that was imported and this locally-assembled car. Among the things that have changed, the interior plastics don't feel as upmarket as before, surround parking sensors are missing and wing mirrors do not get the 'auto-dimming' feature anymore.

Coming to the mechanical bits, the Evoque continues to be powered by the four-cyl, 2.2-litre diesel unit. Firstly, we were never fond of the clattery oil-burner, but the nine-speed 'box that's mated to it pulls out all the juice the engine has to offer. That makes the



Evoque feel more responsive and a bit more fuel-efficient.

On the highway, where it can utilise all nine ratios, it goes a good 14.7km, and in the city, a decent 11km to a litre of diesel. Acceleration, too, has been bettered – 10.17 seconds to 100kph – which makes it a second quicker than the outgoing model.

While the six-speeder felt lethargic, this one feels modern and brisk. Simply having more gears doesn't really help. How they're used is what matters. The ZF-sourced gearbox does well to keep the engine boiling at the right revs. And, when there's no urgent need of power, it relaxes the motor to increase efficiency – it ticks over at a mere 1400rpm at 100kph in top gear.

The Evoque has always had good road manners, and also balances on- and off-road tricks pretty well. The steering is a good compromise between offering good feedback on fast, sweeping bends and making it easy for the driver to manoeuvre the car while tackling difficult terrain.

At ₹65.5 lakh (on-road, Mumbai), the Evoque is better value for money today. It's as striking as it's always been, is still a capable off-roader, and with the new gearbox, it's a much better drive, too.



PHOTOGRAPHY: MEGHNEEL JANI

SPECS

4cyl, 2179cc, turbo diesel, 188bhp, 420Nm, 9A, AWD City: 11kpl, Highway 14.7kpl ₹ 65.5 lakh (on-road, Mumbai)
0-100kph: 10.17s, 30-50kph: 2.16s, 50-70kph: 2.42s, 80-0kph: 26.35m; 2.38s; Top speed: 195kph



Audi Q3 35 TDI

Sharper looks, plusher cabin and added features spice up the baby Q **BY DEVESH SHOBHA**

The Audi Q3 celebrates its third anniversary in India this month, and in doing so, it also prides itself on being the best-selling Audi in India. And why not: it ticks all the right boxes and comes at a sensible price. In the meantime, Mercedes launched the GLA, which did shake things up in the segment. But Audi wasn't going to play the wait-and-watch game. Rightly so, in comes an updated version of the baby Q, with styling tweaks inside and out, and more bells and whistles to boast about.

It won't be right to say the previous Q3 had started looking dated in any

way, but place the facelift next to it, and even though the changes are subtle, the 2015 model looks sharper and better dressed than before. Like all major European carmakers like to say these days, "the updated styling is in sync with other models in their family", and it is no different with the Q3.

Incorporating the family look, the Q3 gets a slightly altered fascia with a sharper and more prominent grille (similar to the one seen on the soon-to-be-launched new Q7), meaner-looking headlamps with new design LED DRLs, and for the first time on a Q3, the headlamps are all-LED.

There are almost no changes to the

SNAPSHOT

IN DETAIL



All-LED headlights now part of the 'singleframe' grille



Satellite navigation and 20GB of storage for the MMI now



Turn indicators integrated into the rear-view mirrors

rear, with new side skirting and alloy wheel design being the only additions. From the onset, the Q3's cabin was a nice place to be in, and things remain that way in the updated car as well.

However, the generous use of brushed aluminium trim now lend a more upmarket feel to the interior, while the feature list has been beefed up, too. In the top-spec Technology variant, you get sat-nav, a new audio system with built-in 20GB storage, a panoramic sunroof and a rear-view camera – the list does make for a better read than before.

We have always rated the Q3 highly when it comes to drivability, ride and handling, and maybe that's the reason Audi didn't tinker with the mechanics. The super-responsive 2.0-litre diesel unit is carried over, and that means 174bhp, 380Nm and the seven-speed automatic 'box continue to thrill you behind the wheel.

The motor is refined, has ample power across the rev range and there's never a moment you're left wanting more from either the motor or the dual-clutch. As before, there are three modes to suit your needs – Comfort, Auto and Dynamic. However, in addition, the MY2015 Q3 comes with





Generous use of aluminium makes the Q3's cab plusher



paddle-shifters – more control over the superb engine-gearbox combination, then. So, you could either leave the 'box in Sport mode and let the electronics decide what's the best mode for the situation, or you could take charge of proceedings in tiptronic mode using the flappy paddles.

The earlier Q3's ride quality was one of its strongest assets and things continue to be that way. Although loud thuds do make themselves heard in the cabin, the dampers don't let your spine go through the torture they are subjected to. It scores well in the handling department, too, where the Q3 exhibits great composure at high speeds while letting you carry greater speeds around corners.

It's quite an entertaining SUV to drive, and we're sure the quattro AWD system does make things a bit easier out in the real world. But if there was a thing we would want to see improved, then that would be the electric power steering. Like all traditional Audis, barring the R8, this one, too, lacks feel.



VERDICT
Impressive to drive, but in a refreshed package

7/10



Its lightness does help at low speeds, and it's quite direct at triple-digit speeds. But it still doesn't instil confidence in the driver when pushing hard, with the only saving grace for the EPS being its accuracy.

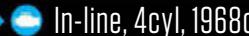
No such qualms about overall comfort levels, as the Q3 takes great care of its occupants, both in the front and at the back. Quality of materials used is top-drawer, and never does it fall short of making you feel like you've got your money's worth. Does that mean the refreshed Q3 will burn a

bigger hole in your pocket? Well, there are no free lunches here and yes, you will have to shell out a bit more than before. But we reckon the rise in price won't be significant. At the time of going to press, Audi hadn't officially revealed the prices, but we expect the 35 TDI Technology variant to retail at ₹40 lakh (on-road, estimated).

Too much for you? Do not worry, Audi will facelift the hot-selling Q3 S (less powerful, manual variant) as well, which should cost you around ₹26 lakh (to be launched later). What about the brilliant TFSI (petrol) motor, you ask? Well, Audi is tight-lipped about the petrol variants, and it will be an all-diesel show at the launch, with the possibility of the petrol making a return of sorts later on.

For now, it seems Audi has done enough to brave the onslaught from the GLA and the to-be-launched, all-new BMW X1 which isn't too far away from hitting our shores. Round 2 of the Battle of the compact German SUVs is in the making.

SPECS



In-line, 4cyl, 1968cc, 175bhp, 280Nm, 7A, AWD



Top speed: 212kph*



0-100kph: 8.2s*



₹ 40 lakh (on-road, estimated)

*claimed



Porsche Cayman GTS

Our 2013 Car of the Year gets more power. We rub our hands in glee **BY AGASTI KAULGI**

PHOTOGRAPHY: DEBABRATA SARKAR

When we drove the Cayman in 2013, we instantly fell in love with it. There's nothing else in the market that drives and handles quite like the Cayman. It possesses physics-defying balance, and the perfect blend of ride and handling. But the car we drove, the Cayman S, lacked one vital thing that'd make it the ultimate sportscar – drama.

There's a solution to that, now. It's called the Cayman GTS. Apart from the GTS badging inside and out, it gives the Cayman what it truly deserves – some more power and some more noise. A GTS-badged Porsche is supposed to be

a fun and entertaining package. It's not the most powerful version in the range (with the 911, the Cayenne and the Panamera, the Turbo and the Turbo S sit higher up), but if you own a Porsche with a GTS badge, you're considered to be a man with taste, someone who knows his cars.

The GTS is loud. Much louder than the Cayman S. And Porsche doesn't believe in fake, synthesised exhaust notes. The noise actually comes out of the exhaust. All of it. The GTS comes with a flap-equipped active exhaust as standard. It is louder than the stock unit, and lets out a nice bark on the overrun, every time.

SNAPSHOT

IN DETAIL



Red backdrop and GTS moniker for the analogue tacho



7-speed PDK is the perfect companion for the flat-six

The GTS gets the same engine as the Cayman S, just that the engineers from Stuttgart have squeezed out an additional 15 race-bred horses from the 3.4-litre mid-mounted flat-six. That makes it a total of 340bhp. They've also managed to bring ten more Newtons to the party, so there's 380 units of the stuff. No forced induction involved here, and there's nothing between the engine and the air filter to spoil the broth. Power builds up linearly and the party gets started as the rev needle nears 4000rpm. It's a bit dull below that, but nothing you'd call "boring".



SPECS

3436cc, flat-six, petrol, 340bhp, 380Nm, 7A, RWD Overall: 6.5kpl ₹ 1.15 crore (ex-Maharashtra)

0-100kph: 5.05s, 30-50kph: 1.03kph, 50-70kph: 1.74s, 80-0kph: 23.02m; 2.01s, top speed: 281kph



Snug, high-quality insides are typical Cayman fare

VERDICT

GTS brings more drama and power to the party, making this the best sportscar you can buy today

9/10

In India, you only get the Cayman GTS equipped with the brilliant PDK transmission, while the manual 'box is given a skip. As always, the seven-speed auto employed here is near-flawless. It will keep you in the right gear all the time. And, when there's a lot of throttle being used, it doesn't shy away from keeping the engine on the boil – right till 7000 revs. If you're feeling sane and just cruising down the highway, it'll hurry up to seventh gear to boost fuel efficiency. On a mixed cycle of highway and city driving, the Cayman GTS returns a decent 6.5kpl.

The Cayman GTS is quick. With Porsche's excellent Launch Control system, it manages a five-second 0-100kph time almost every time. Now, that's almost as good as a sportscar with a V8 under the hood...

The Cayman's brilliance is manifest not in a straight line, but on a racetrack or through a series of fast bends. It controls its weight immaculately, giving you a balance that you've only dreamt of till now. There's absolutely no body roll and it corners flat. A lot of credit has to be given to the mid-mounted flat-six. It keeps the centre of gravity low, which means there's very little unsprung weight dangling from high up.

The steering is light, and it is easy to manoeuvre the GTS in the city. It is light and direct. All you need to do is aim the steering in the direction you wish to go and go hard on the throttle. It will hold its line brilliantly, giving you the confidence and the feeling that the chassis is handling the torture and the lateral forces exceedingly well.

On the aesthetic front, the GTS gets a few badges all around, and the upholstery gets funky red stitching and there are some GTS-specific touches on the instrument cluster.

For all this – more power, more drama and all that – Porsche charges you ₹1.15 crore (ex-Maharashtra). That's ₹13 lakh more than the Cayman S. It seems worth the extra bits, for with the GTS, the Cayman has become a superb package, almost a sportscar out of a fairy tale. We can only imagine how good the Cayman GT4 will be.



Porsche Boxster GTS

The Cayman's drop-top twin with a GTS badge

SPECS

3436cc, flat-six, petrol, 330bhp, 370Nm, 7A, RWD
0-100kph: 5.13s, 30-50kph: 1.05kph, 50-70kph: 1.77s, 80-0kph: 23.22m; 2.10s, top speed: 279kph ₹ 1.12 crore

The Boxster is the best sports convertible around, period. The BMW Z4 or the Merc SLK aren't a patch on the Boxster when it comes to ride and handling. And, now that the Boxster GTS has been introduced in India, you'll be a bit daft to even want to look at any of its competitors.

Generally, with no roof to support the body, convertibles tend to be a bit blunt to drive. But that's not the case with the Boxster. It retains its hard-top twin's brilliant road manners, with only a slight drop in sharpness. The steering is just as precise, and the ride, too, isn't hampered to a great extent.

It comes with the same engine that powers the Cayman, just that it churns out 10 horses and 10Nm less. Output is rated at 330bhp and 370Nm. Porsche has managed to keep the weight of the Boxster exactly the same as the Cayman's. But with a slight drop in power, naturally, acceleration is marginally slower. It cracks a ton a tenth of a second slower than the Cayman GTS, at 5.13 seconds.

Like most other modern convertibles, the Boxster's roof, too, can be dropped or raised on the go at up to 40kph. And, once the top is up, you're cocooned from the elements. The GTS-ification of the Boxster also adds a lot of fun and drama to the proceedings, and like the Cayman GTS, this one, too, gets a sports exhaust as standard to please the ears.

The Boxster GTS retails at ₹1.12 crore (ex-Maharashtra). And with its unmatched ride and handling characteristics and supreme overall driving manners, you know none of Germany's offerings can bother it.

9/10

The best convertible sportscar you can buy in India.



Merc S 600 Guard

S-Class' danger-proof twin is here. We get behind its wheel

BY AGASTI KAULGI

PHOTOGRAPHY: RAJEEV GAIKWAD

The car on these pages looks like a normal S-Class, doesn't it? But, well, it isn't, and that's the whole point of a bullet- and grenade-proof car. It should look as regular as possible, not attract any undue attention and still be able to protect its occupants (moneyed and powerful) in case things don't go according to plan. And, that's just what the armour-plated Mercedes S 600 Guard is built for. The S-Guard weighs a whopping 4.5 tonnes, and out of that, the armour it is adorned with itself weighs about 1.7 tonnes. Obviously,

it's an attribute that's just the thing to have if you are a tycoon anticipating whizzing bullets, calls from the underworld and other scary stuff like that.

Mercedes has been in the business of making bullet-proof cars for nearly 80 years, and it used to fortify its cars even before the second World War. Over the years, the company has learnt from its experience and gotten better and better at its job. All those learnings and loads of cutting-edge tech have been utilised to make the S-Guard the safest car on the planet.

For starters, the cabin is covered



with armour that can withstand attacks from military-grade weapons. The doors, the floor, the roof and the front and rear are fused so that there's no room for bullets to get in. In fact, the armour is so strong that it can keep its occupants safe even if two hand grenades go off simultaneously under the car.

The glass area, too, has been fortified to keep bullets out. The windows and the windscreen are coated with polycarbonate, and the glass itself is several times thicker than the stock double-pane glass used in regular cars. In fact, the windows are so heavy that they require lots of hydraulic help to be raised and lowered.

The S-Guard is even protected from fire hazards. If you pay Merc a little extra, it'll happily install a fire extinguisher kit. As you may have guessed by now, it's not a regular kit. This thing in the S-Guard is activated at the flick of a button in the cabin and can snuff out fire around, inside and even under the car. Straight out of a James Bond movie, right?

SNAPSHOT

IN DETAIL



Specially designed run-flat Michelin to get you out of danger



Monstrous V12 to quickly get you out of danger



Fire extinguisher to kill flames and get you out of danger

SPECS



5531cc, V12, turbo petrol, 522bhp, 830Nm, RWD, 7A



Top Speed: 210kph (limited)



₹ 8.9 crore (ex-Delhi)



Window panes thick enough to keep bullets out



As classy as the regular S, albeit with hidden buttons that do wonders

Now, we all know that guns and tyres don't gel, but if the tyres are purpose-built rubber like the ones on the S-Guard, they have no problems with guns. The Merc uses specially designed Michelin that can run even if there's absolutely no air pressure in them. Not just that, Merc claims the car will manoeuvre as well as it would on inflated tyres, and get you out of a danger zone in double quick time. The tyres are capable of carrying the S-Guard for 30km at a max speed of 80kph in a damaged condition.

The S-Guard is rated VR 9 for occupant protection (VR stands for vehicle resistance). While the ML-Guard and the E-Guard that Merc sells in India are rated VR 6 and VR 4, respectively, the S-Guard's VR 9 is the highest ballistic protection that a commercially sold car can be certified with.

The S-Guard was designed and built alongside the regular S. The chassis has been upgraded to take on the peculiar set of challenges it might



VERDICT

The World's Best Car is also the world's safest. Bullets and grenades? No problem

8/10

be faced with. Steel replaces aluminium that makes up most of the chassis in the regular S to take on the extra load and still remain enduring. And, after driving it on a racetrack, we can say without a doubt that the S-Guard handles beautifully for a car that weighs so much and runs on specially designed rubber. Comfort, too, has been taken care of and matches the standards of the regular S, which, of course, means it's well damn comfortable inside.

Obviously, there's no point making a danger-proof car if the said vehicle can't vamoose out of a snafu quickly. To take care of that, Merc

has plonked a 5.5-litre V12 under the car's long hood. It makes an amazing 522bhp and an enormous 830Nm of twist. The claimed top speed is 210kph, and to haul this beast to a stop, the brakes, too, have been upgraded, and are possibly capable of bringing even a freight train to a halt. It's better to avoid than to deal with danger, isn't it?

All these upgrades, tonnes of armour, and cutting-edge tech don't come cheap. Obviously, if you're a moneybag or a politician, you can afford to spend a lot of money to stay safe. In this case, Mercedes demands a cheque of ₹8.9 crore for that privilege. And, that's just the starting price. If you want to further cocoon yourself, the price goes up to ₹12 crore (ex-Delhi). That's hell a lot of money to make sure you are kept out of danger's way, but then again, there are many men who probably don't think that way.



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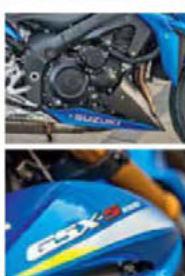


Suzuki GSX-S1000

Fiery yet easy to ride. Meet our new fave street bike **BY ABHINAV MISHRA**

Naked bikes are usually regarded as watered-down versions of their litre-class twins. We don't really agree, though. Unlike 1000cc bikes that have their power stacked up at the top of the rev range, the so-called street-friendly versions are tuned for midrange performance. The Suzuki GSX-S1000 is the latest example of a track-focused litre-class bike that wants to go street-fighting. Suzuki's designers have given the compact bike a minimalist but purposeful look.

The daytime running LED lights jut out from either side of the headlight, like fangs. The fighting stance is further exaggerated with the heavy front, and with the chassis tightly wrapped around



VERDICT

A performance-packed street fighter that's good for the track, too

8/10

the engine. All you can see is the big radiator and four pipes coming out of the inline four motor and merging into one single exhaust. The engine is sourced from the legendary 2005 GSX-R1000 (K5), Suzuki's only World Superbike Championship-winning (WSBK) bike.

The in-line, four cylinder, liquid-cooled engine makes 143.5bhp and 106Nm of torque, and is a joy to ride. To keep power in check, the S1000 comes with three levels of traction control, '3' coming into play in wet riding conditions. Throttle response is twitchy, but you get the hang of it quickly. Power is spread out evenly across the rev range. The motor starts tugging from as little as 2000rpm, and once the 7000rpm mark is breached, there's another surge of power. Even in higher gears, the bike lunges forward when the throttle is opened. We found the S1000 a bit too timid initially, with the



Cluttered instrument cluster takes getting used to



Exhaust note nice, doesn't get jarring on long rides



THE RIVAL

KAWASAKI Z1000

High on style and octane, and among the most aggressive street bikes we have ridden.



traction control set to level three. Set it to level one, though, and you will afford a glimpse of the bike's dark side. The S1000 is fairly easy to ride both on winding roads and in city traffic. A seat height of 810mm means it's easy for riders of average (Indian) height (around five and a half feet) to handle the motorcycle in traffic and stop-and-go situations. The ride is pretty well sorted. Our only grouse? The 140mm ground clearance. While the motorcycle did not scrape its underbelly at any point during our ride, we had to be extra careful negotiating speed-breakers. The other thing that takes time getting used to is the instrument cluster that packs a lot of information in limited real estate. And, it's no fun trying to spot the traction setting indicator you're on while on the move. The Suzuki GSX S1000 is the most sorted street fighter we have ridden in a long time. The design may not be as flashily attractive as the Kawasaki Z1000, but it is tastefully put together.

It delivers aggression when you want it, but, thanks to electronic aids, you can aimlessly and comfortably putter around town when you feel like it.

SPECS

in-line four, 999cc, 143bhp@10000rpm, 106Nm@9500rpm

Fuel tank: 17ltr

209kg

₹ 12.55 lakh (ex-Delhi)



WHAT GOES FOR BLIND DATES, GOES FOR CARS: SNOOP ONLINE FIRST, MEET OFFLINE LATER.

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WHACKO



WAGON



The all-purpose, load-lugging,
people-carrying supercar is here.
Yes. This box in red

WORDS: SRIRAM NARAYANAN PHOTOGRAPHY: VARUN CHAWLA

In the 1990s, when gender equality was talked about only within the confines of the gender studies departments of universities, Madhuri Dixit was the king of Indian cinema. No. That's not a mistake. I mean the King. Shah Rukh Khan recently pledged that his movies would carry the name of the female lead before the male lead in the credits. In 1994's *Hum Aapke Hain Kaun*, Madhuri Dixit's name appeared before Salman Khan's. Today, she endorses detergents and instant noodles. And Salman, who is not very far from being a senior citizen, still romances ladies less than half his age, and acts in not-so-sensible movies that still make ₹100 crore. Madhuri is pulled up for endorsing a lead-laden product in a country that has lead in the air, water and soil. And, Salman is out on bail after allegedly driving drunk and running over people.

Aren't we a country of ironies? And, in this land of ironies lands Audi's RS6 Avant. We are used to fast Audis. We have always welcomed them. But, Audi has to be incredibly brave to bring in this road-hugging rocketship into a country that considers estates more utilitarian than lifestyle. Which is where the irony comes in. We are a bunch that values practicality and utility over everything else. Yet, we looked the other way when station wagons such as the Opel Corsa Swing, Fiat Adventure and Weekend, Maruti Baleno Altura, Chevrolet Forester, Tata Indigo Marina and Skoda Octavia Combi thought that our obsession with utility will get us to lighten our bank accounts a bit.

The RS6, though, isn't for mortals with regular bank accounts. At ₹1.35 crore before registration, insurance and options, you'd have to be a business magnate with a sense of humour and a taste for subtlety to queue up for one. Subtlety, because there is nothing to show off with the RS6. It's a big not-so-curvaceous wagon that isn't going to impress your neighbour who wears designer bracelets and drives a Lamborghini. But when your Lamborghini-driving neighbour races off at a traffic light and finds your load-lugger keeping up with him, he might dislocate his self-worth, his self-esteem and probably his jaw.

This Avant isn't just fast. It owns all units of every fraction of acceleration, speed and motion. Only it doesn't have sinewy, uncompromising lines and the (in)ability to carry one briefcase in its boot to show off its fidelity to fanatical pace. The RS6 has a flurry of attention-grabbing figures: 4.0-litre bi-turbo V8, 552bhp, 700Nm, 0-100kph in 3.9 seconds. Which is similar to cars that have Porsche, Lamborghini or RS7 written on them. But there's one number that'll make supercars hang their heads in shame: 1,680 litres of maximum boot space. For perspective, a Tata Ace with an open loading bay – which is a



REST ASSURED, THE FIGURES
IN THE DIALS AREN'T FOR
MERE AESTHETICS

'THIS AVANT
ISN'T JUST FAST.
IT OWNS ALL
UNITS OF EVERY
FRACTION OF
ACCELERATION,
SPEED AND
MOTION'





favourite with movers and packers - can take in about 3,900 litres of stuff. Which means the RS6 needs you to make just one, or, perhaps, two more to carry the same amount of stuff. And, you can do those trips in a car that can hit 305kph if you so wish.

Which brings me to the humour in the Avant. Take an M3, M4 or an M5 fast around a long, sweeping corner, and the BMs give you the feeling they'd do this even if the corner was upside down. Take that same stretch in this Audi, and the RS6's tyres will let out a bit of a squeal, the body will roll and it will make its two-tonne weight known. The RS6's chassis tendencies were clearly evident in big, empty roundabouts around the Buddh International Circuit. Between 60 and 70kph, the tyres screeched when subjected to a continuous right-hand turn. And just when I felt the tail was about to let go, I felt a strange force from the roundabout pull the centre of the car closer inside.

It was as if a stretchable harpoon had shot out from the car and gripped the centre of the roundabout. And, ➤



AUDI RS6 AVANT

THE SPECS

Engine: 3993cc V8, bi-turbo petrol
Power: 552bhp at 5700-6600rpm
Torque: 700Nm at 1750-5500rpm
0-100kph: 3.9 seconds (claimed)
Transmission: 8A, AWD

Top speed: 250kph (electronically limited)
280kph/305kph (optional Dynamic pack)
Fuel tank: 75 litres **Weight:** 2025kg
Boot capacity: 565 litres(min)/1680(max)
Price: ₹1.35 crore (ex-Delhi/Mumbai)

9/10

Pros: Incredible acceleration, pace, engine note, space, versatility
Cons: Gearbox is slow in manual mode, weight evident around fast corners
Bottomline: The only all-purpose supercar in the country

when the car was about to lose grip and shape, this harpoon tugged at the car and reeled it inward, allowing me to maintain the line in a noisy, ungraceful, but effective and fun way. This is what they mean by torque vectoring, perhaps. Now, people who drink petrol, fart exhaust fumes and sleep on the grass inside a racetrack would call it understeer, electronic interference, or an evil plot to wipe out drift enthusiasts. To me, it just ensures ordinary drivers don't land up in a ditch. Or, the ICU.

The RS6, while being perfectly capable of doing 300kph, passes on more of the chills and spills to you than any of the BMWs. While they might be marginally superior, the Ms have also become clinical and predictable, and you realise what they are missing when you drive Audi's flagship estate. If the BMW M is like Superman – invulnerable, faultless, perfect and predictable – the RS6 is a bit like Tony Stark's Iron Man – volatile, innovative, flawed, with an ability to laugh at himself.

Despite the turbos, the 4.0-litre V8 lets out an intoxicating sound track when you want it to. A sound track full of growls, hisses and sizzles. And, the sounds come from the exhaust outside. Not the audio system inside. Most reassuring is the roar you get when you press the engine start button. The way the RS6 effortlessly transforms from attack mode to quiet mode to gentle cruise mode within a second is beyond belief. From 80kph, it will let out a spine-tingling roar to get to 160kph for a quick triple overtake, a lane change and then come down to a



THE ONLY THINGS THAT WON'T
FIT IN HERE ARE A MASSIVE EGO
AND CASH FROM A SWISS BANK





CYLINDER SHUT-OFF, START-STOP AND 552BHP. WHAT'S THE WORLD COMING TO?



THE DAYS OF GLORIOUS SOUNDTRACKS AREN'T NUMBERED



THE ENTERTAINMENT BEGINS AND ENDS WITH THIS LITTLE BUTTON

noiseless 60kph in under a second. Like a kid who has stuffed his mouth with sweets and doesn't make a peep about it. Its transformation from cruise to attack to slumber all within a second will have Kamal Hassan signing the RS6 Avant for *Dashavatara 2*. This car has so many nuances, so many personalities, so many utilities, you shouldn't be criticising it for being a notch below the Ms when it comes to high-speed road-holding.

The steering in Dynamic isn't a sterling example of excellent communication and feedback, but has enough weight and feel to keep you on top of things. The pedals are well-weighted and the optional carbon ceramic brakes make this RS stop at a moment's notice. The weak link is the eight-speed, single-clutch gearbox. It's supremely effective in fully auto or sport mode. But if you engage the

'THE RS6 AVANT IS LIKE TONY STARK'S IRON MAN – VOLATILE, INNOVATIVE, FLAWED, WITH AN ABILITY TO LAUGH AT HIMSELF'

paddles, shifts take a while. The engine, however, is so intoxicated with power all across the rev range, you are never caught waiting for a boost. Ride, despite the optional 21-inch wheels, is way more comfortable than the RS7 with the same tyres. And, the handling and brakes aren't as squishy as the ones in the S6 saloon.

Which brings us to the big question: will India accept this estate? We're surprised an estate hasn't worked in India, so far. It's the best way to transport people and a lot of luggage without increasing the height and increasing roll around corners. And, while it's all great to strut your stuff in a low-slung, mid-engined supercar, there's something intensely cool about a load-lugging, people-carrying, speed hump- and pothole-tackling estate that can show its pair of exhaust outlets to a purpose-built sportscar. It's extremely refreshing of Audi to take a risk and set the ball rolling in what we hope kickstarts a revolution for estates across all price points. But, in a country that still likes to see ageing male actors romance teenagers, and where actors get hauled up for endorsing MSG- and lead-laden junk, I just hope we all get the point of a superwagon. **16**

HITTING THE



RIGHT NOTE

The much-awaited premium hatch is here to literally jazz up the segment. Was it worth the wait? 

Words: Agasti Kaulgi | Photography: Himanshu Pandya



Until last year, the stuff that made manufacturers' cash registers ring was compact sedans. Almost every company had one – and several iterations, of course – but many of these cars were unsightly things that were put out to take

advantage of tax sops. With the sort of utility they offered and with the rebates they came with, even unremarkable products found at least 2,000 homes every month. Not surprisingly, compact sedans registered impressive numbers, and it became the fastest-growing segment in a short period.

But, those days are gone. Compact sedans have been dethroned in the 'fastest growing segment' stakes by premium hatchbacks costing north of ₹8 lakh. Now, if I had said this, say, five years ago, it would have resulted in you slamming this magazine down, and simultaneously showering yours truly with profanities. But, the Indian market has matured. Our mindsets have changed rapidly in the last half a decade, and we have become more open to newer products and categories.

That brings us to the new Jazz – the newest player in the premium hatchback market. Most of you are familiar with the name because Honda did sell the previous-gen Jazz for a while in India. It was killed, because it found very few takers. The Jazz was a bit ahead of its





time, and Honda charged too much of a premium for the 'H' badge. Back then, most people could never come to terms with having to pay ₹9 lakh for a hatchback.

However, like the times, the Jazz, too, has changed. This one is all new, from the ground up. It has more space, offers more utility and has a safer body structure. And, unlike the previous Jazz, and, like all new Hondas, it also comes with the option of a diesel engine. Which one? Well, it's the i-DTEC. Yes, the same 1.5-litre all-aluminium block that churns out 99 horses and 200Nm, and is also found under the hood of other Hondas.

Turbo lag has been taken care of, and the Newtons start pouring in right from 1500 revs. It's not a very high-revving engine. It tops out at about 4200rpm. Like with the other Hondas, there's loads of engine clatter, and despite Honda claiming that they've paid special attention to NVH levels, a lot of it seeps into the cabin, and you can even feel the coarseness as the revs start climbing. The good part is that the diesel engine is mated to a six-speeder instead of the five-speed 'box in the Amaze and the Mobilio. This allows for more flexibility and boosts highway efficiency.

The petrol on offer is the same 1.2-litre engine that powered the previous Jazz, and drives the Brio and the Amaze. Typical of Honda engines, it is amply refined, but the power is high up in the band. Nothing really happens until 4000rpm, which is when the power comes in hard. This isn't the ideal scenario to be in in slow-moving city traffic, and you need to work the gears to get a move ➤

on. A CVT is also on offer with the petrol engine – it's efficient, and has seven pre-set ratios if you wish to shift gears using the paddle shifters.

Anyway, let's move on to areas where the Jazz teaches a lesson or two to the Koreans and the Germans – space. There's so much of it that you'll wonder how Honda managed all this and what do you do with so much of it. The cabin is airy, it's roomy all over, and there is enough space at the rear for three adults to sit comfortably and stretch their legs.

The Jazz' seats are called 'Magic Seats'. They are as flexible as a gymnast's limbs. You can fold them in to create heaps of space for luggage, or recline the front passenger seat to convert it into a flat bed. The best part? In a segment first, the rear seats recline a fair bit, and that makes long journeys more comfortable. The 354-litre boot is big enough to put some compact sedans to shame.

The dashboard design is almost similar to the City's. A bit cluttered, yes, but ergonomic and functional. The plastics are a letdown, though. Especially when the bar has been raised by Hyundai with the i20, and more so, because you're supposed to be in a premium hatchback. When you talk features, there are quite a few the Jazz has to offer: a reverse camera, electrically-folding and adjusting ORVMs, touch controls for the auto climate control, steering controls and so on and so forth. But, it isn't segment-leading stuff, since the Jazz misses out on a few things such as an auto-dimming mirror and a start-stop button.





SPECS



HONDA JAZZ

Engine: 1198cc (petrol)/1495cc (diesel)

Power: 87bhp/99bhp

Torque: 110Nm/200Nm

Transmission: 5M/CVT/6M

LxWxH: 3955x1694x1544mm

Estimated price:

₹5.50-8.40 lakh (ex-Mumbai)

Pros: Space, luggage space, comfort

Cons: Engine, plastic quality, diesel engine

Bottomline: A car that will appeal to a wide audience, and will not disappoint anyone. Comfortable and spacious, but engines are not its strong points.

7/10

THE RIVALS



HYUNDAI i20

Engine: 1197cc/1396cc

Power: 82bhp/89bhp

Torque: 115Nm/220Nm

Transmission: 5M/6M

LxWxH: 3985x1734x1505mm



VW POLO

Engine: 1198cc/1498cc

Power: 74bhp/88bhp

Torque: 110Nm/230Nm

Transmission: 5M/5M

LxWxH: 3970x1682x1469mm

WHERE THE
WILD
THINGS ARE



Keeping Tigers captive isn't done. So, we set two of them free and let them roam across the Himalayas

WORDS: CHRISTOPHER CHAVES

PHOTOGRAPHY: RAJEEV GAIKWAD





Watched that ad which tells you that being dark-skinned isn't cool? And, that how you could give yourself a 'fair' chance by applying some gunk developed in a fancy lab? Or, for that matter, ever been fooled into booking yourself into a, supposedly, cosy lodge on an online site and realised later that it is anything but? Well, if you haven't, welcome to the real world pal, because stuff like this does happen. People like you and me, who are being subliminally fed garbage, are prone to being suckered all the time. Services and products aren't always what they claim, or appear, to be.

Triumph Motorcycles has some nifty-looking e-brochures, and when we breezed through the pages of the recently launched, overly adventurous-looking Tiger 800 XCx and its more road-friendly XRx alter ego, we just had to head out to get away from the farce that the world has turned into (and, also to check if the mobikes were as good as Triumph claims they are). Naturally, we chose to unleash these two Tigers on terrain they are supposedly equipped to tackle – from the grimy urban India to the rugged wild, from Gurgaon, to remote Kaza, in Spiti, Himachal Pradesh – to figure out just how much adventure they could cope with.

The Tigers are built to go off-road and look every bit the part. The suspension setups are built to take a serious pounding, and all those protectors up front – the windscreens, headlight protectors and knuckle guards – look purposeful. Then there's the flat handlebar, the larger front wheel, the engine bash guard, and the high-mounted side exhaust that speak volumes of their adventure-ready credentials. The bikes stand tall,





'THEY ARE BUILT TO GO OFF-ROAD
AND THEY LOOK THE PART'



and you have to take one heck of a hop to get a leg over one. Visual differences that set the XCx from the more street-focussed XRx are the bigger beak under the headlight unit, the big metal engine skid plate and, of course, the badging. But, the most prominent difference are its spoke-wheels in comparison to the XRx's black alloy rims.

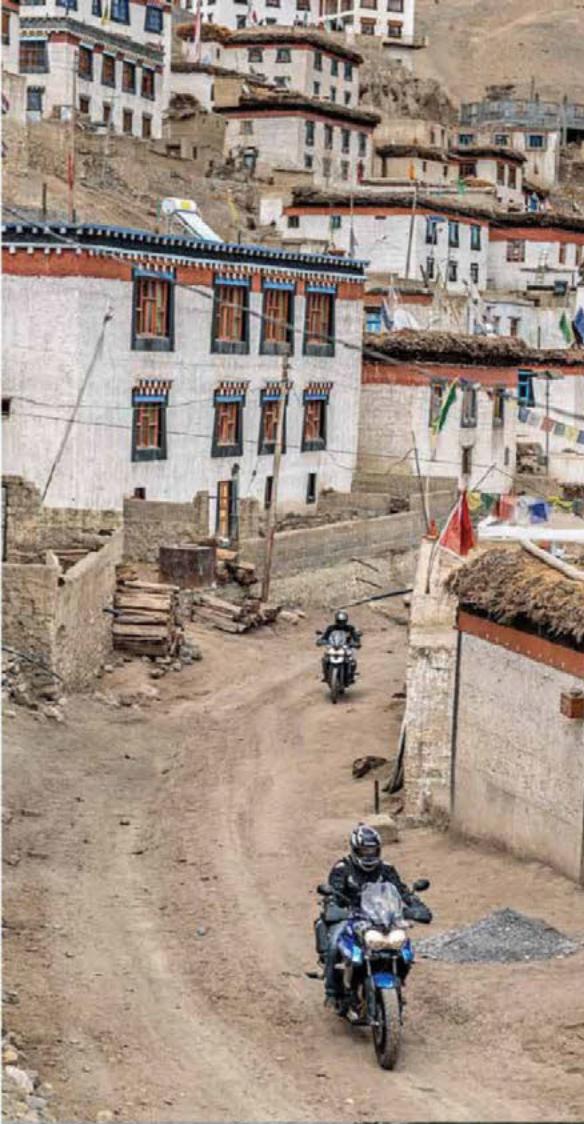
The handlebars are now loaded with more tech than before with a ride-by-wire throttle and button controls, which are hand-me-downs from the larger 1200cc Tiger Explorer. The buttons allow you to toggle between two tripometers, fuel consumption, distance-to-empty, three riding modes, four engine maps, ABS and switchable traction control settings. On the left, you get the cruise control engaging system and kill switch.

The most remarkable thing about the Tigers is the engine they share. The in-line three-pot motor pumps out 94bhp and 79Nm of grunt in a smooth, almost vibe-free and relentless manner. Performance isn't nutter fast, but the way the power is delivered will blow you into the water. Low down the band, acceleration is strong in all ➤



'THE VERSATILE TIGERS CAN MAKE AMATEUR RIDERS SEEM LIKE SEASONED PROS'





gears, and the Tigers never once felt flat-footed. The bikes never fail to impress regardless of whether you are trying to wriggle free from city traffic, or cruising at 100kph at 4400rpm in sixth, or at 150kph at 8500rpm in fourth. And, if you choose to give them the beans and shift through the slick and precise six-cog 'box, which now uses parts from the class-leading Daytona 675 supersport bike, you won't be disappointed. There's lots of torque available from as low as 1500rpm, and the engine is ever ready to build up revs at a light flick of the wrist (provided you have selected the Sport option engine map).

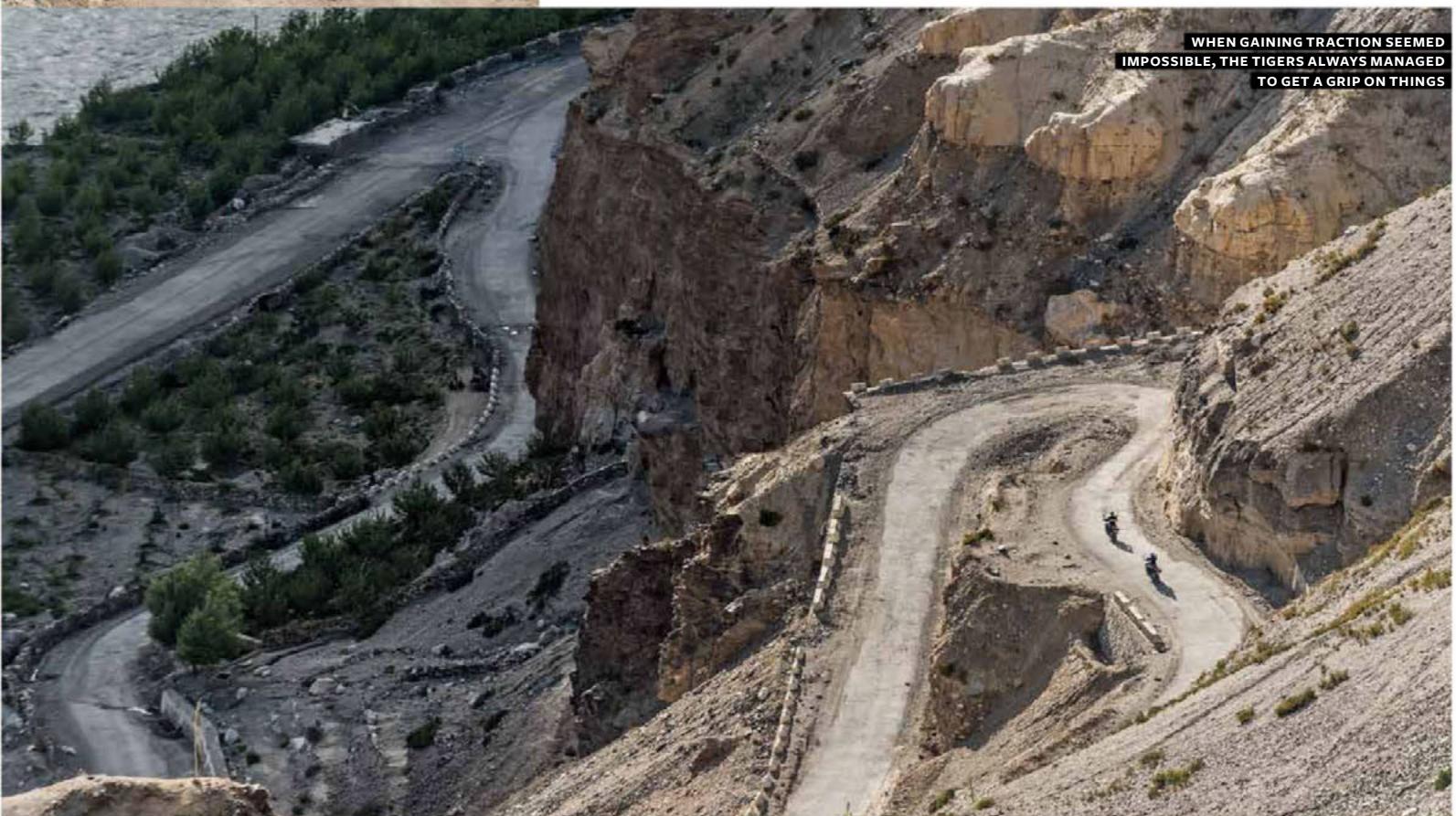
There are three ride mode presets – Road, Off-road and Rider – based on surface and riding style preferences. We particularly liked Rider, which lets you choose between different ABS, traction control and engine map settings to best suit conditions. When we took the bikes off-road, switching to the off-road preset was a bit of a downer. The throttle response dulled and the traction control proved to be a bit of a killjoy on the rutted inclines. On bikes like these, hardcore enthusiasts would rather keep all electronic assistance at bay and be fully in control of matters, and that's what these bikes allow you to do. If you lack the confidence to do that, the electronic aids prove to be perfect tools to gain that confidence.

The roads leading out of Delhi to Chandigarh are long and straight and were perfect to test the straightline speed, which we did, and came away rather impressed with the highway manners and

composure of these tall boys. There are the four throttle maps – Rain, Road, Sport and Off-road – that decrease, or increase throttle response depending on the situation you are in. The ABS and traction control units made life astride these motorcycles a whole lot easier, and performed cleanly on river crossings, gutted surfaces, sand-filled inclines and declines. These are motorcycles that can make amateur riders seem like seasoned professionals. Sure, the windscreens doesn't do much but save your helmet visor from a bug or two, and you feel completely overwhelmed by the wind as the speedo indicates triple digits, but you never feel like things are going to slip away from you. As you move further up towards Shimla, the roads are delightfully better-paved and there are twisties that beg you to lean the bike low into a corner.

Usually, your brain would compute that trying to corner bikes with a centre of gravity this tall would be like trying to corner a couple of skyscrapers, but once again, to our surprise, both the Tigers executed what we asked of them terrifically. Long sweeping corners are definitely part of these bikes' Key Result Areas. Sure, they're not Daytona-precise, but the tubular steel trellis frame chassis is brilliantly communicative. You know what's going on at all times and, therefore, feel very much in control.

The XRx performed a tad better on-road, thanks to its lower ground clearance and stiffer Showa suspension, which meant that you could ➤



WHEN GAINING TRACTION SEEMED IMPOSSIBLE, THE TIGERS ALWAYS MANAGED TO GET A GRIP ON THINGS

'THESE MECHANICAL ANIMALS ARE IN A DIFFERENT LEAGUE AND HAVE NO COMPETITION'

SPECS

Engine: 800cc, liquid-cooled, in-line three

Max power: 94bhp @ 9250rpm

Max torque: 79Nm @ 7850rpm

Gearbox: wet, multi-plate 6-speed

Fuel tank: 19 litres

Brakes: (f) Twin 308mm floating discs, Nissin 2-piston sliding calipers, Switchable ABS

(r) Single 255mm disc, Nissin single piston sliding caliper, Switchable ABS

TIGER XCx

Wheelbase: 1545mm, **Weight:** 221kg

Suspension: (f) WP upside down forks, adjustable rebound and compression

(r) WP monoshock, hydraulically adjustable preload, rebound damping adjustment

Wheels: (f) 36-spoke 21 x 2.5in, aluminium rim

(r) 32-spoke 17 x 4.25in, aluminium rim

Tyres: (f) 90/90-R21 Bridgestone Battle Wing

(r) 150/70 R17 Bridgestone Battle Wing

9
10

TIGER XRx

Wheelbase: 1530mm, **Weight:** 216kg

Suspension: (f) Showa 43mm upside down forks

(r) Showa monoshock with hydraulically adjustable preload

Wheels: (f) 19 x 2.5in, 10-spoke cast aluminium alloy

(r) 17 x 4.25in, 10-spoke cast aluminium alloy

Tyres: (f) 100/90 R19 Pirelli Scorpion

(r) 150/70 R17 Pirelli Scorpion

Pros: Looks, accessible powerband, ride quality, handling, touring finesse

Cons: At some point, you actually have to get off the bike to eat and use the toilet

Bottomline: Highly capable, top-quality, medium-capacity motorcycles that are suited to practically every Indian biking scenario imaginable.





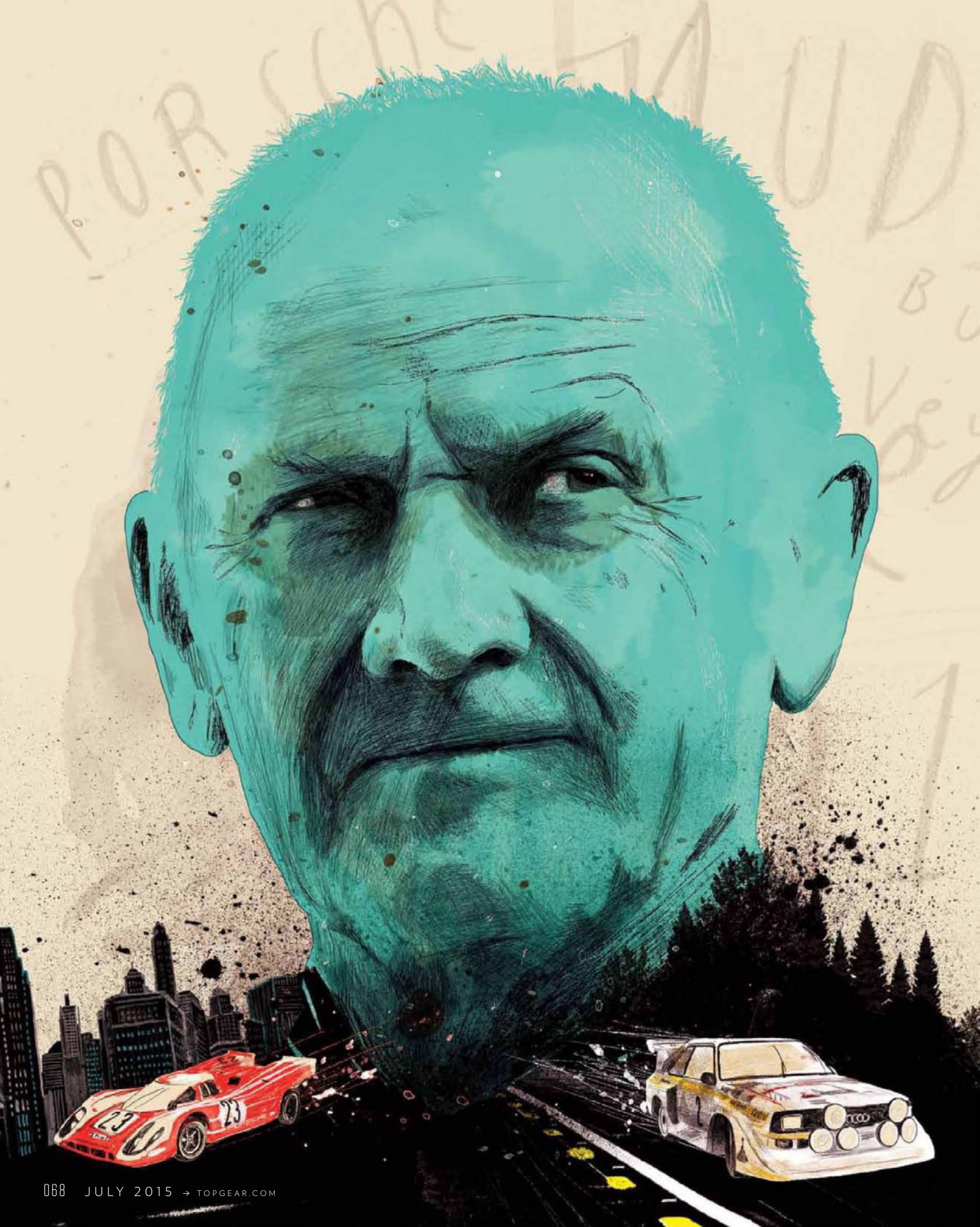
8/10

really shift around the big seat quickly, and confidently attack a sequence of long corners, with the Pirellis and brakes working flawlessly. Which is really cool, but equally weird, because, why would you want your adventure motorcycle to do something like that? That doesn't mean that the XCx felt like a slouch. But, where the XCx really came into its own was whenever some unexpected undulations came along. The XCx's preload adjustable suspension allows more travel and compression, and swallowed every bump and ditch we encountered.

Once you've ridden the XCx on rutted roads or off-road trails and then switched to the XRx, you just want to hop right back onto the former. It was just that much more comfortable, and given our kinds of off-roady road surfaces, I'd say that the XCx pretty much is the perfect bike for India – be it for long daily commutes to work, or for more adventurous weekend excursions. The XCx's bigger 21-inch front wheel that's wrapped in Bridgestone Battle Wing is simply too good. Riding position is completely relaxed and doesn't take a toll on your back or arms over long rides. On both bikes, seat height is adjustable by 20mm, which will help shorties along just fine, but mind you, the XCx is a bit taller, thanks to its higher ground clearance. No matter what kind of surface you've been riding on all day, you just don't get tired of riding these Tigers. I think that if you are fed up of riding whatever it is you're riding, you just need to hop aboard one of these Triumph Tigers to fall in love with biking all over again. They're that remarkable.

It's easy to see how advertisements overstate the strengths of the motorcycles they are trying to sell. But, once in a while, you do come across exceptions like the XCx and XRx. It's like what that wise agent Fox Moulder once said: "The truth is out there."

These mechanical animals are the first of their kind in the country, and have no cubic capacity competition in the adventure segment at the moment. It's hard to think of a place in India where these bikes won't fit right in. The next contender that dares venture into Tiger territory will have a lot of catching up to do, because Triumph has set the bar way high. Strangely enough, that's just what it claims in its advertisements and brochures. 



FERDINAND PIËCH

THE MAN BEHIND THE
RISE OF THE MACHINES

TopGear delves into
the enigma of the
man responsible for
the quattro, Veyron,
XL1 and 917



WORDS: PAUL HORRELL
ILLUSTRATION: PETER STRAIN



IT'S IN THE GENES

Ferdinand Porsche, Piëch's grandfather, designed the Beetle and Mercedes' SSK, among other landmark early German cars



SUBLIME TO RIDICULOUS

The Veyron was too well-engineered and too expensive to make, which never mattered; the Up! is the same... but it does matter



Generally, the departure of car company chairmen is a matter for the ghetto of the business pages. It might slightly move the share price or affect the careers of the management underlings, but it's of precious little concern to you and me. Ferdinand Piëch's resignation, though, is something we all need to mark. Oh, sure, he was responsible for growing the Volkswagen Group into an enterprise for which 600,000 employees build 10 million cars a year, and accumulating mainstream and exotic brands like a stamp collection... but mostly it's about the cars. Ferdinand Piëch has had more effect than pretty well anyone else on the cars of his company. And on his rivals.

Why the fuss over Piëch's departure? He wasn't even the day-to-day CEO of the Volkswagen Group. Hadn't been since 2002, though he had been CEO during some transformative years leading up to that. From 2002 until now he has actually been chair of the supervisory board, a German structure that oversees the main management board, but doesn't directly run the company day-to-day. But you can be sure Piëch has been an extraordinarily powerful back-seat driver all those years.

So he'll be missed. His commitment to engineering excellence, his brutal spirit of competition and his visionary outlook will see to that.

Let's start with the engineering. [His grandfather, Ferdinand Porsche, designed the Beetle](#) and the [Mercedes SSK](#), and his uncle started the Porsche sports-car company. Bit of a pedigree, then. An early personal project of his was to design the [Porsche 917](#), one of history's most successful and awesome racecars. But he bickered with his siblings and cousins, so they all agreed to come off the Porsche board. They kept sizeable shareholdings, though. Which wealth meant none of them ever needed to work again.

But Piëch immediately started an engineering consultancy. From this came the OM617 five-cylinder diesel engine for Mercedes-Benz. It was Merc's first premium passenger-car diesel engine. A diesel. And a five-cylinder. Remember those things as we meander further through Piëch's later career.

Before long, he was appointed chief engineer at Audi. This Volkswagen subsidiary was struggling in the shadow of Mercedes and BMW, despite having sprung out of Auto Union, the magnificent pre-war enterprise for which his grandfather, Ferdinand Porsche, had designed 16-cylinder GP engines. During the 20-year Piëch era – he later became Audi boss – the company introduced the five-cylinder petrol engine, the [quattro](#), galvanised and then aluminium bodies, advanced low-drag shapes and world-leading diesels. Audi became a proper high-end player.

In 1993, he took on the job of running the whole Volkswagen Group. It was mortally wounded, close to bankruptcy. He set about using his engineering expertise to slash costs and improve the cars, most critically by his platform strategy. I once asked him what had mattered most of all the things he'd done at Audi. He said it was moving the 80, 90, 100 and 200 onto a common platform, hugely increasing parts-

purchasing volumes and reducing costs. At VW he immediately moved the [Passat](#) onto the same platform, having the same effect.

From that thinking came his biggest move, the one thing that should probably be inscribed on his monument stone: the [MkIV Volkswagen Golf](#) and the platform strategy that gave us all its relatives. The vast flowering of models, from the first [TT](#) to [New Beetle](#) to droves of Seats and Skodas. It meant huge cuts in costs and in engineering time. Instead, the money and effort could be poured into making better interiors and an even wider range of cars. It has become standard practice in multi-brand car companies.

Sometimes the press grumbled the Golf and its platform-mates were too similar, but Piëch believed he could grow the group overall by having more brands competing with each other. "Many rods catch more fish," he used to say. Indeed, competition was the fuel for his fire. Not just with other car companies, but within the Volkswagen Group. He delighted in setting engineers from different divisions against each other, needling each into doing their best. His leadership turned the VW Group around. But it wasn't enough for him. He went on a buying spree, acquiring [Bentley](#), [Bugatti](#), [Lamborghini](#) and [Scania](#). He wanted others too – [Ducati](#) and [MAN trucks](#) and [Italdesign](#) have been added since he has been chairman, and he had a go at getting Alfa Romeo too.

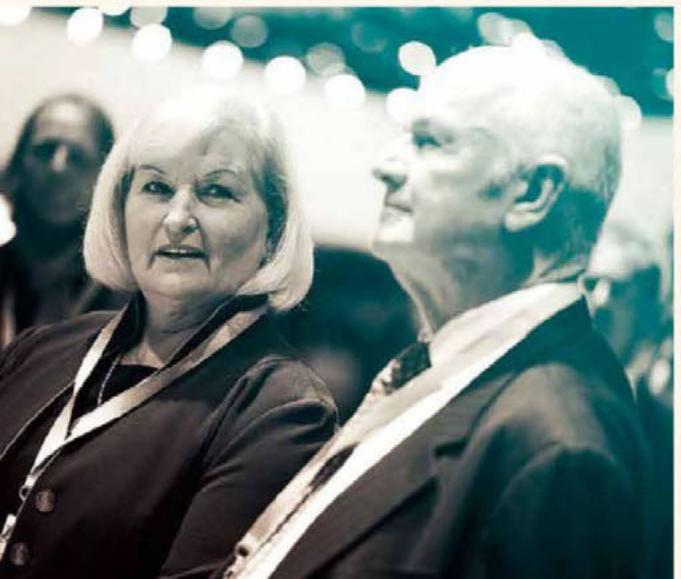
Most dramatically, he pulled the strings that ensured that [VW took over Porsche](#). It was the conclusion of an epic power struggle between automotive names, different groups of managers and different factions of the Porsche dynasty. One result of that takeover is the [Macan](#). Maybe you don't think the Macan is ambitious enough. Well, how about the 918? But if you really want to see the extent of his ambition as an engineer, look at two cars from the opposite ends of the group's range: the [VW XL1](#) and the [Bugatti Veyron](#). It was Piëch who laid the template for the Veyron, and stated its power and top-speed numbers before a

"HE DELIGHTED SETTING ENGINEERS FROM DIFFERENT DIVISIONS AGAINST EACH OTHER"





Top: pit-lane fashion and the world's greatest racing car – two of Piëch's greatest achievements. **Above right:** MkIV Golf introduced platform sharing and increased cabin quality. **Left:** Piëch with Martin Winterkorn, the long-time protégé he recently tried to oust.





“VEYRON ENGINEERS WHO FAILED TO REACH HIS TARGETS WERE ABRUPTLY FIRED”

prototype had ever run. Rival car-company chiefs – and me, before I drove it – thought it a money-burning vanity project. But he pushed on. Veyron engineers who failed to reach his targets were fired along the way, but the end result was a triumph. Then came the XL1, a high-tech design aimed at reaching numbers (in economy not performance, this time) unmatched elsewhere. Piëch had watched over that project from the days it was a tiny one-seater carbon-fibre cigar-on-wheels.

At the time he retired from the CEO's job to becoming the chair of the supervisory board, he told me that the Porsche 917 and the [VW Phaeton](#) were the highlights of his career. Er, the Phaeton? Why move Volkswagen so far upmarket? He smiled that slightly chilling smile of his: “There are not enough good big cars. And the few ones that are there, they earn too much. That’s the reason we are stepping in.” See, his competitive eye couldn’t stand rivals making fat profits. Actually, the Phaeton failed to sell (except now in China), but without it we wouldn’t have the Bentley Continental family. Another example of Piëch playing the longer game than he was credited for at the time.

Since he took over in 1993, the VW Group has grown to overtake GM and challenge Toyota as the world’s biggest carmaker. But now, Piëch, hitherto the arch politician, has stumbled. He tried to stab current [VW Group CEO Martin Winterkorn](#) in the back, and it’s

unclear quite why – Winterkorn was always a Piëch protégé. But the rest of the Porsche family, and the state shareholders, and the unions (powerful there) backed Winterkorn. Piëch has been forced out.

How VW will change is unclear. Among its immense success, it has sore spots, possibly the result of being run by a tight team of management from remote northern Germany. The Up-Citigo-Mii is a good minicar for Europe, but too small and expensive for many huge new markets for which the group needs an entry car. A seven-seat SUV for the US is in development, but it was started too late. However, the current generation of management was appointed by Piëch, and, though those issues are being addressed, there’s no quick fix. The unions and local government probably supported Winterkorn against Piëch because they didn’t like Piëch’s cost-cuts that would have reduced local employment. Perhaps those forces didn’t like the craziness of the XL1 and Veyron. Certainly the institutional shareholders (for whom Piëch had little regard) didn’t either, so we’ll probably see fewer engineering extravagances from the group in future.

But let’s not dwell on that. Let’s remember instead the amazing legacy of a true genius, an engineer of extraordinary breadth, and most of all one of the great car nuts. Hon.-Prof. Dr. techn. h. c. Dipl.-Ing. ETH Ferdinand Karl Piëch, *Top Gear* salutes you. 

TG PICKS PIËCH’S GREATEST HITS



PORSCHE
917



AUDI
100



VW
GOLF MkIV



BUGATTI
VEYRON



VW
XL1

WORDS: OLLIE MARRIAGE
PICTURES: JOHN WYCHERLEY

THE BRAWN ULTIMATUM

The AMG GT has arrived on the supersports scene full of confidence. Time to see if the BMW i8 and Porsche 911 Turbo can burst its bubble



F

or £1,795 (₹1.75 lakh), you can have your AMG GT with the Dynamic Plus package. Have it. Not because of the dynamic engine and transmission mounts or the 'specifically tuned' suspension that's included, but because it comes with an Alcantara (OK, Dinamica microfibre) steering wheel. Just the thing for soaking up those sweaty-palm moments. Which, as you might already have gathered, the GT is pretty adept at delivering. It did so in the Pennines, and now it's pretty busy doing so in the Lincolnshire Wolds. Sometimes you just wish the AMG GT would settle down a bit, stop being so fractious.

Maybe it's upset by our reception committee, or maybe by the fact it's not leading right now (you get the impression that the GT likes to be in charge and gets grumpy when it isn't). Instead it's at the back of the line, forced to stare at the plump, rounded haunches of the 911 Turbo up front and skinny little tyres of the wingleted i8. That i8 is really not the Merc's cup of tea. Pretty much the polar opposite, in fact. Where the AMG is all noise and drama, the BMW is glide and sophistication. But as we've found on every occasion, you should never underestimate the i8's ability to amaze you.

The 911 Turbo is the link pin between the two extremes. It has the twin-turbo impact of the AMG, but the four-seat cabin and four-wheel-drive security of the BMW. That's probably forcing the issue a bit – the Porsche is more aligned with the Mercedes, a 513bhp motor designed specifically to get itself down a road as efficiently and rapidly as physics permits. As far as price, performance and



ability go, this is the benchmark Mercedes must have had in mind. At least as far as the metric data goes. It's not like the chassis templates have much in common: front-engined two-seater plays rear-engined four-seater, the Merc channelling SLS leftovers; the 911, 50 years of heritage. The BMW is different – intoxicatingly so. Carbon-fibre tub chassis, the guts to downsize to a genuinely small engine, radical aero, even an acceptance that cornering speeds don't need to be so high.

And they aren't. The BMW puts roughly a third less rubber on the road and, if you are pushing on, it's around 15kph slower through

any given corner. It also has the most over-protective traction control, but drop that back a notch, remind yourself that last-gasp braking efforts followed by abrupt bungs at the apex will only result in quickly overheated discs and unsatisfying understeer, and you're set for a good time. No, a great time.

You have to accept that you can't do the lead-foot, scruff-of-the-neck stuff with the i8. Some adaptation is required. You have to work to the lower limits, feed, thread and soothe it through corners. Do so and you soon realise you are covering ground at a fair old lick – it conserves momentum so, so well, the i8. And all the time, you have this fascinating powerplant pushing you along, instant electric shove and artificially-enhanced three-cylinder top notes.

The noise. It doesn't offend me so much now. Maybe I've got used to its warming thrum, but it's on a par for volume and aural appeal with the whooshiness of the 911 Turbo, which only hardens into something more angry right at the far end of the dial. The Merc is on a different level altogether. It's as if the exhaust somehow ➤



Some primary colours in search of simple pleasures



'YOU HAVE TO ACCEPT YOU CAN'T DO THE LEAD-FOOT, SCRUFF-OF-THE-NECK STUFF WITH THE i8'



Seems all German cars have big satnav screens. This is good

MERCEDES-AMG GT S

Price: ₹1.07 crore (excl. duties)
Engine: 3982cc bi-turbo V8, 503bhp @ 6250rpm, 650Nm @ 1750-4750rpm
Performance: 0-100kph in 3.8secs, 310kph vmax
Transmission: 7spd AMG Speedshift DCT, RWD
Weight: 1645kg

PORSCHE 911 TURBO

Price: ₹2.10 crore (ex-showroom, Mumbai)
Engine: 3800cc bi-turbo flat six, 513bhp @ 6500rpm, 660Nm @ 1950rpm
Performance: 0-100kph in 3.2secs, 313kph vmax
Transmission: 7spd PDK, 4WD
Weight: 1595kg

BMW i8

Price: ₹2.29 crore (ex-showroom, Mumbai)
Engine: 1499cc 3cyl turbo + e-motor, 357bhp @ 5800rpm, 569Nm @ 3700rpm
Performance: 0-100kph in 4.4secs, 250kph vmax
Transmission: 8spd auto, 4WD
Weight: 1560kg



bypasses the muffling effect of the turbos completely. This is hedonistic, expansive stuff, a bellowing V8 that hasn't lost its mojo at all.

It's also fiercely responsive in a way the 911 can't match. The Porsche takes longer to gird its loins, to summon up the sinews, so, given an overtaking opportunity, the Merc will pull out the hard yards first and do so with more passion and drama, nose lifting up, rear wheels tucking themselves deep into the arches. The Porsche is quicker on paper – of course it is, it's four-wheel drive – but out here, on real, normal roads, GT and Turbo trade equally savage blows.

But here's the surprise – the i8 isn't often left behind. That same overtaking opportunity? The BMW will nail the deal first, the revless, gearless e-motor providing an instant zap of peak torque that delivers a snap to your neck better than either rival. OK, given more space, the i8 will start to lag. But how fast do you need to go when you're dealing with 96kph speed limits? However fast it is, the Merc wants to be going faster. You get the impression that

Mercedes could have made it a direct 911 rival and then thought, "No, let's make it more hardcore." So the actual feel and tightness of the car, it's more GT3 than Turbo. But that doesn't mean it's better to drive than the Porsche. Because it isn't. The Porsche is devastating, reassuring, digs itself deep into corners and comes rocketing out the far side. It's a weapon. It's not the last word in tactility and feedback, but it's so stable and effective and so rarely puts a foot wrong that you can't help but just nod sagely in admiration and disbelief at what it's just done to a difficult piece of road.

Not the Merc. This is a man's car. It would call you a wuss if it could, the AMG GT. I have no doubt it would be utterly blistering around a smooth race track – it was at Dunsfold on the TV show – but on a bumpy road? Not so much. I fiddled endlessly with the plethora of settings, and finally settled on having everything toughened up as much as possible. Slacken the dampers and you introduce a bit of pitch, heave and jiggle; tighten them and you don't make the

ride any worse, but you do stop all the masses moving about. It's a snappy, fighty car. Drive fast and you need to have your wits about you. I'm sure some people will like this, will like to boast that they own a car that'll put hairs on your chest, and I'm equally sure Mercedes engineered it to be like this. But it's too much, especially when the steering is overly light and insensitive around the straight ahead, and then whips into corners if you put a touch more lock on. It's unsettling, unrelaxing, hard to trust.

These are three very disparate cars, and you could construct an argument for any of them to win. But despite that, despite the fact I usually have a deep and abiding love of beefy rear-drive AMGs, the GT finishes last. The other two are harder to separate, but in all honesty, if the god of road tests descended and told me I could drive away in one, it'd be the i8. I can't tell you how much it surprises me to be putting a petrol-electric ahead of an AMG and a 911, but the i8 isn't just a sporty hybrid, it's a car that's enthralling and mesmerising on so many levels. **70**



The 911 speaks, and it says: "I'd like a 'P', please Bob"



AMG out in front.
Literally, not
comparatively

'HOWEVER FAST IT IS, THE MERC WANTS TO BE GOING FASTER. IT'S AN ANGRY CAR'



THE ONE THAT GOT AWAY

The Jaguar F-Type doesn't take itself nearly so seriously as the AMG. This is the updated version, complete with electric power steering and 4WD – we tried very hard to incorporate it into the test (likewise a Nissan GT-R), but couldn't make the dates work. Shame, as it would have done well.

It doesn't have the same focus and control as the Merc, but it's a bombastic machine – and 4WD has transformed its B-road abilities. You've got traction now, lots of it, so it's less heart-in-mouth, but with 542bhp, still stupendously fast. Plus handsome of line and rowdy of exhaust. I'd have it ahead of the Merc...

GRUDGE



MATCH

Bajaj challenges the Suzuki Gixxer SF with its latest-generation Pulsar AS 150. Will it be a **bloodbath**, or are the bikes evenly-matched?

Words: **Abhinav Mishra** / Photography: **Debabrata Sarkar**



T

he 150cc premium motorcycle segment has evolved significantly in the last decade and a half. What started off as an unassuming category is now one of the hottest segments in the motorcycle market. The Bajaj Pulsar AS 150 and Suzuki Gixxer SF are good examples of how this segment is getting more interesting with a diverse range of products. The Gixxer and the Pulsar might be premium commuters, but they offer a lot more than reliable transportation from Point A to Point B.

The Pulsar brand gave many people their first taste of performance biking, and Bajaj went on to spawn numerous variants of its best-selling bike. What makes the AS (Adventure Sport) unique is that it comes with the second-generation 150cc motor from Bajaj. The AS is a handsome motorcycle, and Bajaj has thankfully dumped the decals it so indiscriminately used on the RS 200. The projector headlamp and the half-fairing with a speed screen give the AS its unique tourer look, and separates it from the Pulsar NS. The design is subtle, appealing and, most of all, even your father won't look out of place riding one.

The SF is a faired version of Suzuki's 155cc Gixxer, but it takes a completely different approach towards design compared to the Pulsar. It gets a full fairing, a first in the sub-₹1 lakh category, and it makes the SF appear sportier than the AS. Dressed in the special MotoGP livery, the SF commands attention. Apart from the fairing, the rest of the SF's styling is exactly the same as the regular Gixxer's. And, just in case you're wondering, your Pop will look out of place riding one.

Both bikes have almost similar-capacity motors, but the output is fairly different. The Pulsar AS makes 16.7bhp and 13Nm of torque from its 149cc ➤



twin-spark engine, while the Suzuki Gixxer SF cradles a 155cc motor which makes 14.5bhp and 14Nm of torque. Both engines are mated to a five-speed transmission, which supplies power to the rear wheel.

The two extra horses that the AS makes over the SF can be credited to Bajaj's twin-spark tech that we witnessed on the first-generation Pulsar. Though the five-speed transmission on the AS feels refined, I wish Bajaj had used the six-speeder found on its 200 range.

If you were to go by power figures, the Pulsar appears to have an advantage over the Gixxer, but how do things fare in the real world? Well, to answer that, we took both the bikes out for a quick ride through some winding roads and the highway.

On the highway, both bikes were fairly comfortable doing 80-90kph, with the engines humming around 6500rpm in fifth gear. The SF is the livelier of the two, as peak torque is available lower down the rev range. The Suzuki also has a stronger mid-range, and you can feel the engine tugging right from 4500rpm. It pulls dutifully to 9000rpm, and can be kept on the boil as it hardly exhibits stress.

The Pulsar AS's engine, despite being more powerful, doesn't possess the SF's mid-range punch (the Suzuki packs in one newton metre more

'THE AS' RIDE QUALITY IS FANTASTIC, WHILE THE SF IS MORE FUN AROUND CORNERS'



ENGINE: Icyl, air-cooled, 155cc
POWER: 14.5bhp@8000rpm
TORQUE: 14Nm@6000rpm
TRANSMISSION: 5-speed **WEIGHT:** 139kg
FUEL EFFICIENCY: 43.28kpl
PRICE: ₹99,238 (MotoGP edition, on-road, Mumbai)

8/10
SPECS

SUZUKI GIXXER SF

PROS: Styling, sharp handling, strong low-end torque, high-speed stability
CONS: Low ground clearance, stiff ride, no rear disc brake
BOTTOMLINE: Fast, furious and comes with a full fairing – for under a lakh

ENGINE: 1cyl, twin-spark, air-cooled, 149cc

POWER: 16.7bhp@9500rpm

TORQUE: 130Nm@7000rpm

TRANSMISSION: 5-speed

WEIGHT: 143kg

FUEL EFFICIENCY: 42.93kpl

PRICE: ₹94,000 (on-road, Mumbai)

7/10

SPECS

BAJAJ PULSAR AS 150

PROS: Adventure-tourer styling, high riding position, good ride quality

CONS: Engine feels stressed at high RPMs, vibrations, not as refined as some of its Japanese rivals

BOTTOMLINE: Distinctive styling, good ergonomics and a strong Pulsar brand name



The winner in Top Trumps, but doesn't enjoy being caned

than the AS). Plus, the DTS-i motor does not like to be revved hard, and is happier cruising rather than gunning for speed.

What the Pulsar lacks in outright performance, it more than makes up with its ride quality, thanks to a softer suspension setup and a commuter-friendly upright riding position. The seat height is taller than the SF's, which gives the rider a commanding view of the road. Plus, the speed screen helps deflect wind away from the rider. The AS's suspension filters most undulations, and unlike with the SF, you don't have to worry about scraping the underbody when you go over speed breakers that lie in wait to ambush you.

The SF's ride might not be as good as the AS's, but the lower seat height and the firmer suspension make it a fun bike to chuck around corners. Both bikes are agile, but it feels more natural to push the SF on a winding road.

A lot of purchases are also based on the engine's capability to squeeze out every last kilometre from a litre of fuel. The Pulsar AS and Gixxer SF both impress in this department. The AS clocked 42.9kpl, while the SF did 43.2.

The AS 150 is a capable motorcycle, and though it has taken Bajaj three years to drop its latest 150cc engine into the second-gen Pulsar, the wait has been worth it. The unique styling of the AS will appeal to buyers who are tired of the bikini-faired clones that crowd parking lots today. The engine is a smooth, reliable and fuel-efficient customer as well. With the Gixxer, Suzuki has carved out a huge chunk of the 150cc segment for itself, and the SF will help it further take away market share from its rivals. What makes the SF so special is that it feels a lot more involving to ride, and the sweet midrange means there's ample power at the twist of the wrist.

The AS 150 and Gixxer SF are very capable motorcycles. While the AS 150 is akin to an ODI – steady (relatively) and serious – the Gixxer SF feels like T20 cricket: fast-paced, involving, and high on entertainment. And, its lively nature gives it an edge over the AS 150. 





TRANSFORMED

We love the Gixxer SF, but we have our eyes set on the Gixxer Cup bike. Here's what we think of the track-only cracker

Words: Abhinav Mishra | Photography: Himanshu Pandya



Meet the Gixxer SF's track cousin, the SF Cup bike. As the name suggests, the SF Cup bike is a track-only machine, and does not have to adhere to any road regulations. Out go unnecessary bits such as the headlight, rear mudguard, number plate and rear-view mirrors. In come a free flowing exhaust, clip-on handlebars and rear-set foot pegs. Naturally, the SF is around 20 kilos lighter than its road-going cousin.

The aggressive riding posture is pretty evident from the time you swing a leg over the saddle. The front suspension has been dropped by 2.5cm, and MRF has developed softer compound tyres just for the Cup bike. Luckily, there are enough electrics left on the motorcycle to bring the 155cc motor to life at the click of a switch. The speedometer, too, is fully functional, in case you were wondering.

Like any motorcycle with a free-flow exhaust, the SF sounds impatient. The Kari Motor Speedway is a track with tight corners and the SF seemed comfortable slipping through them. Thanks to the strong mid-range, I never found myself searching for power. The engine builds revs smoothly all the way up to the 10000rpm mark before upshifting.

I found myself alternating between 2nd and 3rd gear most of the time, and only shifted to 4th on the straights. Thanks to mechanical tweaks, the SF spits out 3-4bhp



Rear-set pegs,
free-flow exhaust,
grippers
turn the SF
into a full-blown
track bike

more than the stock bike. With the exhaust note dropping enough cues, after sometime I didn't even have to look down at the instrument cluster to shift gears.

The SF's good at taking corners, and the Cup bike, with its stiffer suspension and stickier tyres, makes it even better. The front suspension provides tons of feedback, and it was forgiving enough to allow me to correct the trajectory midway through an overcooked corner. The rear-set foot pegs mean you don't have to worry about scraping it when aggressively diving into a corner.

I don't like the brakes much, though. They lack feel. While they competently do their job, they are not as aggressively responsive as, say, the bike's throttle response. The reason for this might also be that, overall, the Cup bike is a sharper track machine in every way, so you tend to expect the same sense of drama from the brakes as well.

I also felt that, perhaps, the bike could have been faster. Before entering the first corner, the speedo showed a figure of 116kph, and that was a bit disappointing. But Suzuki staffers in the pit lane informed me that if I accounted for speedo error – a significant error, I must add – I was actually doing 130kph on the straights.

What's most impressive about the Suzuki Gixxer SF Cup bike is that with minor changes, the road-going Gixxer SF can be turned into a track-ready motorcycle. That in turn makes racing accessible to the masses at an affordable price. **TP**



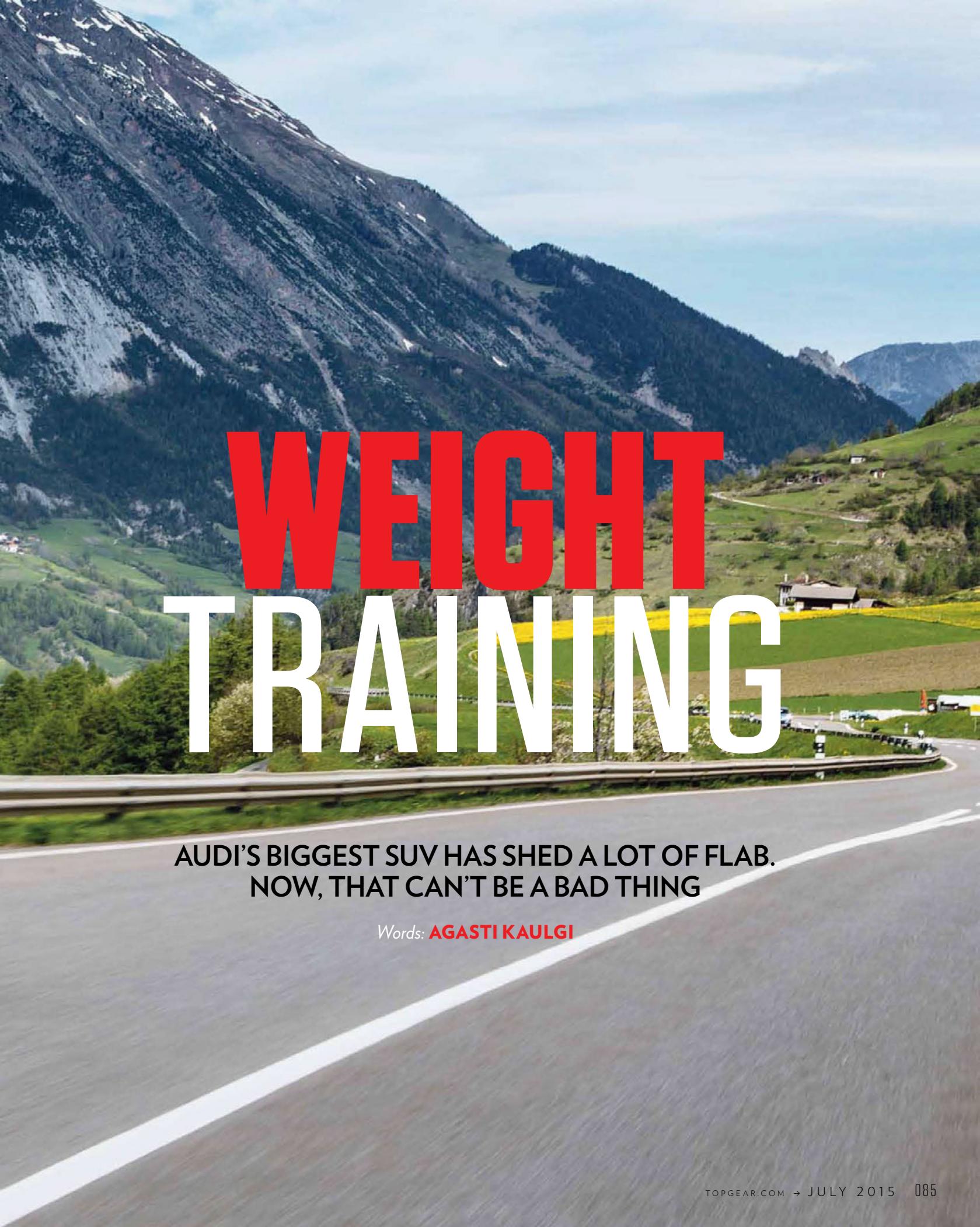
THE SUZUKI GIXXER CUP

Suzuki is the third big Japanese player to start its very own one-make race championship in the country. The championship will have 20 Suzuki Gixxer SFs tuned to deliver identical level of performance. The two categories open

for participation are 'Novice', for inexperienced riders under 23, and an 'Open' category for more seasoned riders. There will be five rounds held this year, with the first round being held early last month. The participation fee is around ₹2,000

per event and Suzuki will provide the motorcycles, fuel and handle other logistics for the race. The participants have to get their own riding gear and, most importantly, have a racing licence. For more details, hit www.suzukigixxercup.in





WEIGHT TRAINING

AUDI'S BIGGEST SUV HAS SHED A LOT OF FLAB.
NOW, THAT CAN'T BE A BAD THING

Words: **AGASTI KAULGI**

B

ollywood and political bigwigs love the Q7. This Kapoor and that Khan are always captured by the paparazzi with some upcoming actress in the Q7, or exiting a party wearing a hoodie, trying to look sober and being chauffeured in the

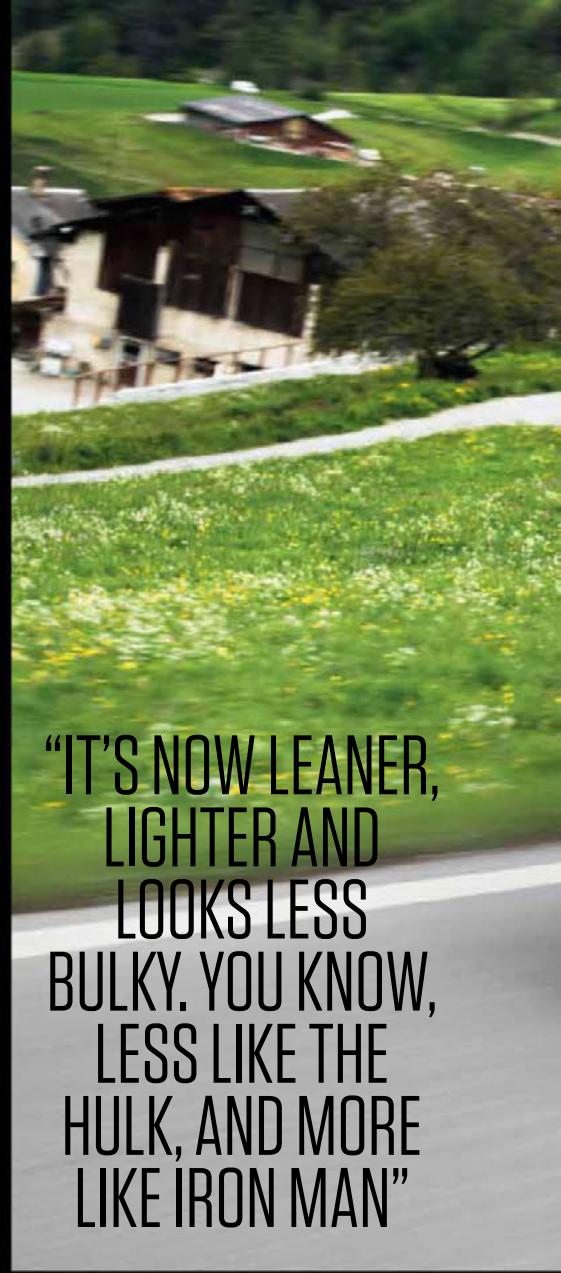
SUV. As for our *sarkars*, I suppose, every politician worth his false promise has at least one Q7 in his garage.

These guys love Audi's SUV because it's big and, in a way, it's your gargantuan calling card. But, all that was last season. I've just returned from the pristine Swiss Alps, where I'd gone to drive the next-gen Q7, and there's a lot I have to tell you about it. But, before we get to any of that I'd like to tell you that the SUV has gone in for a hardcore fitness program and, as a result, shed 325 kilograms. It's now leaner, lighter and looks less bulky. You know, less like the Hulk and more like Iron Man.

The outgoing model, one of Audi India's most successful offerings, has been around for a good 10 years. And thanks to its popularity, it got nothing more than a couple of minor facelifts in its lifecycle.

But, the new model features a lot of changes. Guys that bought the Q7 only for its Hulk-like proportions might look elsewhere. Audi, though, doesn't need to worry. Because, on the brighter side, the new Q7 looks younger and cooler, and since the outgoing model had been around for a while, people had also become way too familiar with it. But, not anymore. There's more cutting-edge tech in the latest generation Q7 than you can imagine.

The new Q7 is based on an all-new platform. It's called the MLB-Evo. It's lighter, stiffer and flexible enough to host other cars from VW Group's stable. That list includes the upcoming VW Touareg, Porsche Cayenne and, possibly, the new Bentley Bentayga and Lamborghini Urus.



"IT'S NOW LEANER, LIGHTER AND LOOKS LESS BULKY. YOU KNOW, LESS LIKE THE HULK, AND MORE LIKE IRON MAN"



Flowing lines and uncluttered look make the dash pleasing to the eye



The Q7 gets a huge hexagonal grille, and it's bigger than any grille I've seen in recent times. Naturally, with that kind of grille, you won't mistake the car for anything else. The headlamps, too, are all-new and, like most other modern Audis, feature LED-matrix tech. At the back, things are quite edgy. There are a lot of cuts and creases, which didn't really work for me. I would have preferred more curves. But, anyway, looks are subjective.

The Q7's 'shrunken' dimensions might mislead you into thinking that the cabin might not be very roomy. But, that's definitely not the case. The seats are comfortable and big, and there's ample leg- and shoulder-room in the second row. Like the current Q7, this one, too, gets three rows of seating. It also has flexi-seating, and the seats can be folded to create space for luggage. The interior look and feel, too, have improved. Everything is made of good quality materials, as usual, and you also get a lot of multimedia toys to play with. The overall dash design, with a thin strip of lights running across it, looks modern and classy.

So, have the new platform and weight-shedding transformed the Q7 into a driver's SUV? Well, there was something off with the earlier gen. But, things have ➤



"THE OPTIONAL ALL-WHEEL STEERING MAKES THE Q7 MORE AGILE AND EASY TO PILOT THROUGH TIGHT SPACES"

improved now. Not to a great extent, but the Q7 has changed for the better. It behaves a bit better than the outgoing car, and, thanks to the weight-loss program it was on, you don't feel the weight you are tugging along as much as you did with the outgoing model.

But, the steering is still numb and fails to deliver any sort of feedback. Yes, it does weigh up in Dynamic mode, but it doesn't take too long to figure out that the weighing up is all artificial. The current Q7 exhibited a fair amount of body roll, and it features in the new model, too. Having said that, let me tell you that the new Q7 doesn't pitch all that much. Despite its large dimensions, it does control the pitch quite well. Being a full-sized SUV, it's not a great handler, but in terms of ride quality, Audi's engineers have got it right. Of course, there were not too many potholes on Swiss roads, but the Q7 did soak up the odd undulation and pothole pretty well. Nice, bolstered seats add to the comfort.

The engineers haven't carried a lot over from the earlier model, but what has been retained is the drivetrain. The motor that powers the new Q7 is the same as before, but it has been retuned. Internationally, a V6 petrol and a V6 diesel will be available – both 3.0-litre units – but only the diesel will make its way to India. Unfortunately, the 4.2-litre V8 has been killed (hopefully, it will be resurrected in a special edition). The diesel that will come to India is good for 269bhp and a massive 600Nm of torque. With that sort of power, you'll seldom feel the need for more go.

The engine is mated to an eight-speed automatic gearbox that channels power to all four wheels via the quattro system. It transfers power quickly from the front to the back wheels, but when it comes to changing cogs quickly, it isn't top dog.

The modern tech that I mentioned earlier includes an optional all-wheel steering. This segment-first feature makes the Q7 a bit more agile and easier to manoeuvre in tight spaces. The active steering on the rear axle allows for tidier behaviour around fast sweeping bends, and allows the Q7 to be easily tucked into tight parking spots.



V6 oil-burner carried over from previous-gen Q7. Retuned for better efficiency



7/10

SPECS

AUDI Q7

ENGINE: 3.0-litre turbo diesel

POWER: 269bhp **TORQUE:** 600Nm

TRANSMISSION: 8A, AWD

0-100KPH: 6.3 seconds (claimed)

ESTIMATED PRICE: ₹1 crore
(on-road, Mumbai)

EXPECTED LAUNCH: November 2015

PROS: Cabin feel, multimedia toys, interior space. **CONS:** Steering feel, body roll, road presence

BOTTOMLINE: Has lost a fair bit of flab. Looks modern and fresh. Makes for a worthy alternative if you like your SUV loaded to the gills.



In addition to the all-wheel steering, there are a lot of driver aids in the new Q7. There's the lane assist that makes minor adjustments to the steering, and a lot of other assists that keep you safe while crossing intersections and pulling out from parking. The most interesting is the Traffic Assist, in which the Q7 virtually takes over the controls to keep following the car in front at a safe distance, and sticks to the appropriate lane. But, sadly, thanks to archaic laws concerning the use of radar tech in our country, none of these assists will feature in the Indian Q7.

With all that tech, new chassis and fresh look, the Q7 will be around, according to my guesstimate, ₹5-7 lakh more expensive than the outgoing model. So, we're talking ₹1 crore for the diesel. For that sort of money, you could get yourself the Merc GL350 CDI, the new BMW X5, or even the new Volvo XC90. All of which are quite interesting in their own way. The new Q7 may not be as intimidating to look at as the outgoing model but you'll love it for the technology, looks, luxurious cabin and space. With this one, Audi has written in bold that might is not always right.



GARAGE

TOPGEAR'S LONG-TERM CARS. TESTED AND VERIFIED

TATA BOLT REVOTRON 1.2T

Shot into action

HELLO **Spec:** 1193cc, 4cyl, petrol, 88bhp, 140Nm, 5M; **Price:** ₹6.34 lakh (ex-showroom, Mumbai); **Test kpl:** 14.2; **Total mileage:** 5880km; **Driver:** Christopher Chaves;

Why it's here: To prove its mettle against some of its more established rivals

First impression – the Tata Bolt Revotron 1.2T hatchback looks like no Tata that the company have produced before.

That's because it actually looks a bit desirable in the flesh as it does in the pics. And I'm not talking about the hatchback's exterior, but the interior as well. As part of its TG garage initiation protocol, it was cast into the deep end with its own set of chores. This time the Bolt was asked to do a little more than the usual running around on daily household errands and work commutes.

Some close friends figured we need to take a break from Mumbai city and head outta town over the weekend. With some help from some pals over at Lonely



IN DETAIL



Don't expect door pockets to fit more than a hot dog or two

Planet magazine, we found a great, relatively unknown place to check out in Alibaug, a popular costal getaway destination. With the Tata, the next step that followed was obvious: shift the drive setting to 'Power' mode and hit the highway. Four of us travelled over a total of around 250km in total comfort with the air conditioning unit working perfectly well to keep the 34-degree C outside temperature... well outside, and the Harman audio system sounding real nice after a tune-up. The only thing I found a bit awry with the Bolt is the allotment of cupholders and pockets to keep things inside the hatchback. The seating arrangement was more than comfortable for us, but the doorpockets were really tiny, and couldn't hold more

than a couple of CDs (which are pointless carrying, as the car doesn't come with a CD player) or a couple of hotdogs. There is a cupholder just ahead of the gear lever, but a regular-500ml size bottle doesn't fit in properly, and it can get a little irritating when your hand keeps bumping into the bottle while shifting gears.

GARAGE LOGBOOK

TATA BOLT REVOTRON 1.2T

- ◆ Ride quality is very pliant
- ◆ Space inside is pretty good
- ◆ Storage spaces in the cabin could have been larger
- ◆ Interior quality looks better than before

MILEAGE AND KPL THIS MONTH

k m 3 4 0

14.2



MARUTI SUZUKI CIAZ

Party time

Think Maruti, and a lot of adjectives spring to mind. But, luxurious was not something I associated with Maruti until last month when I drove our Ciaz long-terminer. Suffice to say, it really impressed me as well as my friends who had accompanied me on a weekend jaunt.

The cabin is plush, and the two-tone dash looks classy. The leather-wrapped steering feels nice and meaty, though I have an issue with the audio control buttons (volume and track rocker) that have been stacked to the left. This can be a bit inconvenient, as the left hand is mostly engaged in changing gears.

The back seat looks, and is, roomy, and fitting three of my pretty generously-sized friends in there was no problem.

As we drove to our destination, we realised that the Ciaz's premium looks impressed everyone, including doormen and valets who are used to seeing expensive cars. I think both the doorman and the valet who welcomed us at the resort expected – and got – a generous tip from me. Next time, I think I'll go there in a cab.

Report 5

Spec: 1248cc, 4cyl, 89bhp, 200Nm, 5M; **Price:** ₹10.25 lakh (on-road, Mumbai); **Test kpl:** 15.5; **Total mileage:** 4586km; **Driver:** Abhinav Mishra; **Why it's here:** To see if Maruti has got the sedan formula right



RENAULT DUSTER AWD

Dr. Feelgood

REPORT 5

Spec: 1461cc, 4cyl, 108bhp, 245Nm; **Price:** ₹15.85 lakh (on-road, Mumbai); **Test kpl:** 15.3; **Total mileage:** 6400km; **Driver:** Devesh Shobha; **Why it's here:** To see how high it has raised the bar for small SUVs

Up until a few weeks ago, the Duster AWD wasn't really pushed to its limits, and the only things it'd been asked to do were play the roles of a humble support car for official work and offer a comfortable ride to an expectant mother. But, not anymore. The AWD knob on our Duster was put to good use at a recent visit to the sea shore and in those surroundings, the Renault SUV was as happy as a dog with its favourite chew-toy.

With the diff-lock activated, the Duster handsomely kicked up some loose sand and splashed some water around, which made for a stunning photo-op. It did pretty well in mucky and slushy conditions as well, but road-biased tyres discouraged us from venturing further from civilisation. It's a stunner on and off the road, and as far as I am concerned, it has proved its mettle.

After an enjoyable off-road expedition, what follows isn't an enjoyable process – getting the SUV back to its shiny former self. And that's something the wifey is very particular about, even more than the Ed. I can't let my long-terminer stay dirty, as it is now being used to ferry our newborn baby girl, and the overtly cautious mother insists it either be a clean office car or her Zen Estilo. You know which one I'd pick.

Luckily for me, the guys at mypitstop.in stepped in at the right moment. It's a tiny group of professionals who can take care of most of your needs when it comes to cleaning your car inside and out. And they do it in an eco-friendly way by using just a couple of litres of water as opposed to a

IN DETAIL



Versatile Duster gets a scrub from the guys at mypitstop.in

couple of buckets used in the conventional method. It's done with the use of steam vapour. Yes, a steam wash for your car – no harmful detergents, no diesel wash for those stubborn stains, just vapour.

And after sampling their services first-hand on our Duster, it does come across as an effective car care. It loosens the dirt without damaging the paint, and for the interior, it completely sterilises and disinfects the cabin, is safe for the electronics, kills toxins and harmful germs, and also deodorises it – something that the Duster's cab needed desperately. Plus, the chaps at mypitstop.in would be happy to be at your doorstep and make your beloved car look sparkling clean. What I found interesting is that although the steam wash took an hour, it didn't leave my society compound messy. A win-win situation, then.

GARAGE LOGBOOK

RENAULT DUSTER AWD

- ◆ Extremely efficient motor means fewer halts for fuel
- ◆ Spot-on ergonomics allow you to drive for longer
- ◆ Hard plastics used in the cabin, but don't feel cheap
- ◆ Reversing camera missed at times
- ◆ Tiny rattles have surfaced

MILEAGE AND KPL THIS MONTH

km 1 3 0 0

15.3



FIAT PUNTO EVO

talian job

HELLO

Spec: 1248cc, 4cyl, 75bhp, 200Nm, 5M; **Price:** ₹7.04 lakh (ex-showroom Mumbai); **Test kpl:** 17.8; **Total mileage:** 13608km; **Driver:** Abhinav Mishra; **Why it's here:** To see if the styling will get buyers to head to Fiat showrooms

Fiat have always been special for me. Maybe it's the styling, or the way they handle. There's something unique about the way the Italian firm makes cars, and I've always fallen in love with them for their unusual characteristics. Yes, they may not boast of snob value like the Germans; but they make up for that with sheer style, and the ride. I think apart from Mercedes and Skodas, I have yet to come across cars that offer such a good ride.

And, Fiat has a long history of making small cars – plus, some great super hatches – and it is the small cars that have always come to the company's aid when the going got tough.

Luckily, I was the first to get the keys to the Punto Evo at TG, and things have been entertaining so far, and keys have stayed with me. I stay just off the Eastern Freeway, in Chembur, and my office is in South Mumbai. I do around 80kph on the freeway on my way to work, and the commute is a breeze. The Punto is a perfect little city hatch that I love driving to office and back. It's not too big, and neither is it too small, and if you keep that engine on the boil, it really goes. Plus, it is possibly the best-looking hatch around at the moment.



Steering-mounted controls keep the music flowing

IN DETAIL

Fiat owns Ferrari, and some of the supercar maker's legendary spirit has slipped into the Punto as well.

The steering offers good feedback, and you know what the front tyres are up to every time you push the car into a corner. Even though the Punto's chassis is 10 years old now, the handling is right up there with its rivals.

The only things that feel old are the engine and transmission. The motor doesn't offer class-leading performance like newer diesel engines, and you have to keep the engine above 2000rpm to extract decent performance.

That said, the 1.3-litre MultiJet still manages to push the Punto to triple-digit speeds with ease. The gearbox feels rubbery, and no bottom-end grunt means I have to constantly change gears in the city. These quibbles aside, the Fiat Punto really comes across as a sorted vehicle, and it would possibly be the car I'd buy if, of course, I were looking for a hatch in the first place.

Life on the inside is pretty good, too. Fiat has reworked the interior completely, and I must say I like what I see. Sure, it's not as loaded, or plush as, say, the Hyundai i20, but it gives you what you need, and you don't generally want for anything. There are small

cubbyholes to put your knick-knacks in. And though its cabin is a nice place to be in, the Punto is all about the drive. But, there's seems to be something off with the Bluetooth setup in the car. I have tried time and again to pair it with my phone, but have been unsuccessful in getting the sound system and the phone to see eye to eye. I'll have to take it to a service centre to get that sorted.

That apart, every time I get behind the wheel of the Punto, I feel special. And, I can't help but love this flamboyant Italian hatch even with all its shortcomings. Now, if only Fiat can bless it with the 1.6-litre MultiJet to tap the full potential of this city hatch.

GARAGE LOGBOOK

PUNTO EMOTION 1.3

- ◆ Ride and handling still one of the best in its class
- ◆ Refreshed interior looks good
- ◆ Engine and transmission feel dated

MILEAGE AND KPL THIS MONTH

k m 3 6 5

17.8



VW VENTO

The parting: Part 2

GOODBYE

Spec: 1498cc, 103bhp, 250Nm, 7A; **Price:** ₹11.45 lakh (ex-Mumbai); **Test kpl:** 15.1; **Total mileage:** 6000km; **Driver:** Agasti Kaulgi; **Why it's here:** To see if the diesel-auto combo has given the Vento a new lease of life

The new Vento is out. Well, it's not new new, but more of a facelift. In fact, nothing has changed mechanically. The reason? Nothing needed to change – VW has got it bang on with this version.

From the time I injured my hand in January to now, the Vento DSG has been a good partner in crime – from rapid highway runs, to crawling through traffic, I couldn't have asked for anything more from it. Being the only other diesel-auto in the segment apart from the Hyundai Verna, the Vento DSG has struck the right chord with its buyers.

Hyundai hasn't been at the forefront of making great auto 'boxes, and sticks to an old-school four-speed one. The Germans, meanwhile, have nailed it by offering modern tech in this segment unlike others.

The results are apparent – it's far more engaging to drive, it's fun and at the same time, it's more fuel-efficient. To be precise, it's a good 2kpl more efficient than the Korean in *TG*'s test cycle.

So, if I were to compare the Vento's running costs to the Verna's, assuming that my car has run an average of 1,200km every month, I've saved ₹3,000 in fuel costs.

IN DETAIL



Rear AC vents keeps the passengers (and their drinks) cool

Hyundai offers far more goodies than Volkswagen does, and sort of spoils you rotten with the creature comforts. Our Vento has almost everything that I need, but a reverse camera would've been a good addition.

Volkswagen has rushed the 'new' Vento to its showrooms because competition is getting fiercer with every passing day. Maruti is eating a big share of the pie with the Ciaz, and VW knows it needs to offer more to the ever-demanding Indian customer.

VW hasn't been in India for as long as its rivals, and hence the adaptation procedure is still underway, especially adapting their cars for horrible Indian roads. I hope Volkswagen has sorted the noisy suspension issue in the facelifted version. In my Vento, the suspension continues to crash even over not-so-deep potholes. And the noise is so loud that it'll almost have you believe you've been hit by a truck. It gets awfully irritating for the passengers.

Our Vento, apart from the noisy suspension, is ageing very well. A year after being manufactured and having notched up 6,000km since, there are no rattles that have surfaced in the cabin. The plastics are holding up nicely, and so are the other panels.

My Vento hasn't been on any 1,000km+ or any other epic drive, but has been restricted to Mumbai-Pune runs or other support car duties apart from daily commutes. But, I can very confidently say that the Vento is very high on convenience while being easy on the pocket.

As I write this, I'm yet to get a confirmation as to what Volkswagen intends to replace the Vento with, but I'll agree that I'm addicted to auto 'boxes now.

The only other new automatic offering by VW is the updated Jetta. Can we have ours with an auto, please?

GARAGE LOGBOOK

VW VENTO

- ◆ Noisy suspension is irritating
- ◆ High on reliability quotient
- ◆ A consistent 14-15kpl figure
- ◆ High ground clearance helps tackle battered tarmac
- ◆ Why no reverse cam?

MILEAGE AND KPL THIS MONTH

km 1 5 0 0

15.1



MERCEDES GL 350 CDI

Big Benz

HELLO

Spec: 2987cc, 6cyl, 255bhp, 619Nm, 7A; **Price:** ₹94.13 lakh (on-road, Mumbai); **Test kpl:** 12; **Total mileage:** 25550km; **Driver:** Girish Karkera; **Why it's here:** To see what it's like to live with a monstrous Merc on a daily basis

The size is intimidating. The massive three-point star on the grille even more so. And, in India, that's the first thing owners want from their SUVs. Say hello to the biggest machine in the Garage, yet. In terms of size, and cost, too.

The GL350 CDI is the biggest Merc around, but not the flagship in the range. That tag rests with the G63, I guess. But, it does behave like the big daddy of the family in every way possible. Starting with the way it looks. The new design has helped make the big beast look leaner and less slab-sided than its predecessor. The front looks more focused with a prominent grille and sharper-looking headlights with a more intricate layout.

Inside, the layout is pretty much like that of a luxury car's with three rows of proper seats. It's all done up in quality leather with rich, soft-touch plastics, chrome switches and real wood garnish used generously. Typically, you need to climb aboard the GL and not walk into it. This, even when the GL's height is at its lowest. Yes, the car comes with Airmatic suspension, which can raise and lower the car to adjust ground clearance. It can do this on command – at the touch of a button – or by itself when the car's on



Airmatic suspension is smart. Cocoons you from bad surfaces

IN DETAIL

the move. So, if you go faster than 70kph, the vehicle lowers itself to sit closer to the ground in a bid to lower the centre of gravity and offer better dynamics. Not surprisingly, there are quite a few tricks up its sleeve, which we will unfold slowly, over time.

The car's 3.0-litre, common-rail V6 diesel is a supremely refined workhorse. In the GL, you can hardly hear it, both inside and out. It can put out a total of 255bhp for a top speed of around 220kph. But what gets this 2.5-tonne beast going is the tsunami of torque – a mind-boggling 619Nm of it. This gives it a 0-100kph time of 7.9 seconds. That's quick for such a large car. And, the best part is, the surface doesn't matter.

The clever suspension works overtime to make sure every occupant is insulated from road irregularities. Big potholes are like distant thuds for the GL's passengers, while the small ones simply cease to exist. Our GL has done a serious number of kilometres, and a few trips to the Himalayas, which explains the rattle emanating from the rear, but put the GL on an average Indian road, and you feel like you're on a magic carpet. The GL, despite its luxurious character, is an off-roader. So, it comes with permanent four-wheel drive with a

50:50 power split between the front and rear wheels under normal conditions. The traction control system keeps a close eye on power delivery to individual wheels. The GL uses the tried-and-tested seven-speed automatic gearbox, albeit an enhanced version of it. This works well with the engine, engaging just the right gear to balance performance and efficiency. The GL comes with the Drive Select-like gear lever with three steps – Reverse, Neutral and Drive. Keeps matters simple and easy. Just like the rest of the vehicle.

GARAGE LOGBOOK

MERCEDES GL 350 CDI

- ◆ Majestic looks get instant respect
- ◆ One of the most comfortable proper off-rovers
- ◆ Lots of space for passengers and their luggage
- ◆ Superbly refined. Engine barely audible inside the cabin

MILEAGE AND KPL THIS MONTH

km 2400

12



HONDA CB UNICORN 160

Right on time

My father was getting late for his doctor's appointment. Taking the car would mean getting stuck in traffic, and I was sure it would take us half an hour to cover 3km. So, I decided to call on my trusted steed, the Unicorn 160. Obviously, my father, who belongs to the 'Motorcycles are dangerous' club, had its reservations, but the clock was ticking away and he didn't really have a choice. And, after throwing a small tantrum, he agreed to ride pillion. So, we vroomed out of the building and, expectedly, ran into heavy traffic, but the Unicorn darted in and out of it with ease. The light steering and impressive turning radius helped me in this regard. The road was especially bumpy (I had taken a shortcut to shave off a few minutes), but the suspension worked well and the bike was generally unflappable. Plus, thanks to those large grab handles, my father stayed put, as I very nearly moto-crossed it to the hospital. In the end, we got to our destination on time. I know the ride might not make my father change his mind about motorcycles, but I expect him to soon acknowledge the fact that motorcycles have their pluses.

Report 5

Spec: 162.7cc, 1cyl, 14.5bhp, 14.6Nm, 5M; **Price:** ₹90,377 (on-road); **Test kpl:** 38; **Total mileage:** 1180km; **Rider:** Abhinav Mishra
Why it's here: To see if this Uni with a bigger heart can spice things up.



MAHINDRA GUSTO

Into uncharted waters

REPORT 3

Spec: 1cyl, 110cc, 8bhp, 8Nm; **Price:** ₹47,000 (ex-showroom, Delhi); **Test kpl:** 44; **Total mileage:** 650km; **Rider:** Devesh Shobha; **Why it's here:** To see if the maiden M&M scooter has what it takes to fight the best



ost of us 'roadies' at *TopGear* clock close to five thousand kilometres every month, which includes a mix of testing cars and bikes, support car duties for shoots and the daily commute. But seldom do we get a chance to go for a drive or a bike ride, just to have some fun. So, last month, when an opportunity to hit the highway and ride to Alibaug – around 130km from Mumbai – presented itself, it didn't take us long to gear up and hit the road.

But, almost immediately, there were a few apprehensions about the set of wheels I'd chosen for this ride – a 110cc scooter, the Mahindra Gusto. There's nothing wrong with the Gusto in particular, but the mere idea of taking a scooter on a 300-odd km ride seemed foolish. However, 350km and 12 hours of saddle-time later, the Gusto proved its detractors wrong. Yes, it's more suited to the urban grind and less to such escapades, but I don't really have much to complain about apart from the lacklustre engine performance and the not-so-effective drum brakes at both ends.

Overtaking long trailers, fast-paced trucks and state transport buses can surely get tricky as opening up the throttle doesn't get you the desired result. You really need to put this Mahindra engine through third-degree torture to pump out decent performance on the motorways. If your idea of fun also involves doing doughnuts on a beach, things could be a bit embarrassing as I found out. Since

IN DETAIL



Mobile phone holder is a rather neat touch

there's isn't much to offer in terms of performance, power wheelies and power slides are a distant thought. And, if there's a situation warranting you to slam the brakes hard to avoid getting into a messy situation, you'll need to have lady luck by your side to live to tell the story.

That aside, the rest comes across as a decent package. Even on a six-hour long ride, the seat offers great levels of comfort, and the ergonomics are good, too. The Gusto isn't intended to be a sporty scooter, and yet, it fares well in the handling department. Remember, it's a family scooter, and the way this Mahindra scooter looks and performs in the real world confirms that. But, my little experiment here has confirmed that it doesn't feel out of place doing things it isn't really meant to.

GARAGE LOGBOOK

MAHINDRA GUSTO

- ◆ Motor lacks grunt out on the highway. Acceleration is dull
- ◆ Wide seat = a comfortable time in the saddle
- ◆ Efficiency on par with established players in the 110cc segment
- ◆ Smart storage pocket near the dashboard comes in quite handy
- ◆ Option of a disc brake up front sorely missed

MILEAGE AND KPL THIS MONTH

k m 4 0 0

44



SUZUKI GIXXER

Midnight run

Contrary to what most people think, auto journalists don't spend all our time reviewing vehicles and, well, having fun while at it. There are a lot of late nights. So, once we finish our work for the month, it is but natural to enter into a vegetative state and plonk ourselves in front of some mindless stuff playing on the telly. This time, thought, I thought of doing something different and one night I hopped onto the Gixxer and pointed its nose at the southern tip of Mumbai. The Gixxer is a spirited machine, and there is really very little point riding it during the day when the roads are clogged with traffic. The motor likes to be revved hard, and the bike builds speed fast, so overtaking slower traffic is never a problem. The seating position offers a balance between 'commuter' and sporty. The riding position helps in taking fast corners with confidence, but you still feel comfortable puttering about town.

The powerful headlight makes the bike very usable at night. The night ride was refreshing, as there was no traffic or scorching heat to ruin the riding experience. And, I can't wait to do it again.

Report 6

Spec: 154cc, 1cyl, 14bhp, 14Nm; **Price:** ₹84,344 (on-road, Mumbai); **Test kpl:** 43; **Total mileage:** 4281km; **Rider:** Christopher Chaves **Why it's here:** To see if this is the new benchmark for streetsport bikes



TVS SCOOTY ZEST

Point and shoot

Spec: 110cc, 1cyl, 7.9bhp, 8.7Nm, automatic; **Price:** ₹59,000 (on-road, Mumbai); **Test kpl:** 55; **Total mileage:** 1500km; **Rider:** Amaan Ahmed; **Why it's here:** To see if the Zest is the best-ever Scooty

So, the Scooty faced its real trial by fire this month. It had done the city runs and done them admirably well, but for the first time, it was to go on a long-ish ride. The team had decided to ride down to Alibaug for a shoot, and since two-wheelers were the flavour for the day, I just had to tag along, even if it meant taking the Scooty for a 300km+ ride. Everyone else was on a motorcycle (except Devesh, who was also on a scooter), and there were concerns about whether I'd be able to keep up on my modest, humble 110cc scooter.

But the Scooty can definitely keep up. The motor is a fine piece of engineering. TVS has tuned it in such a way that it provides a really good amount of shove low down the rev range, which means you go from 0-60kph really, really fast (by scooter standards). In fact, in a little drag race we conducted on our way to the beachside town, the Scooty was very quick off the line, and while it was soon passed by the motorcycles, it'd reduced Devesh to a mere speck in the Scooty's rear-view mirrors.

Partly responsible for the immense acceleration is the Scooty's lightness. At about roughly 98kg, it is almost feather-like, and the single-pot motor has enough juice to push it to an indicated 90kph, though you know that it isn't meant to go that fast. It'll chug along happily at 60 all day, and that's what I did on our ride.

While the Scooty held its own in the company of much bigger companions, it really started to thrill when the roads got twisty. It is a great deal of fun to flick it into

IN DETAIL



1,000km on the clock. We want to put another 1,000 on it

corners. We'd all enjoyed the ride to Alibaug so much, in fact, that we decided to get back on the saddle and ride further down to Murud. Visiting the pristine Murud beach was a tempting prospect, and the Scooty whittled down the added 40-odd kilometres like it was nothing. What followed was a session of mucking about on the beach and letting the Scooty rip. It did 370km on the whole, and not once did I feel fatigued during the ride, which also goes to show how pliant the ride is. I'd like to see a disc brake on this, though. The drums are all right, but it still feels like it could do with more stopping power.

Since then, I've also used it to commute to the workplace daily, and it has returned 55kpl. So, you can possibly understand my grief at having to return it. Here's a scooter that looks nice, is fun to ride, and doesn't break the bank. I'm hoping TVS is working on a zestier Scooty. A 125cc variant, perhaps. Can I have it when it's ready, guys?

GARAGE LOGBOOK

TVS SCOOTY ZEST

- ◆ Has held up well. No squeaks or rattles
- ◆ Switches feel as sturdy as they did on Day 1
- ◆ Acceleration from standstill may shame some 110cc bikes
- ◆ Storage bin can hold a lot of stuff

MILEAGE AND KPL THIS MONTH

km 600

55

THE TOPGEAR NEW CAR & BIKE GUIDE

EVERYTHING YOU NEED TO KNOW ABOUT NEW CARS THIS MONTH

01 Safari

TG Choice

L: 465cm W: 182.5cm H: 170.6cm

03

04

05

06

07

08 TG Choice

Tata Zest

TG Choice

L: 448cm W: 170.6cm H: 146.5cm

02

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08 TG Choice

Price

Chennai	Delhi (on road)	Bangalore	Mumbai (on road)
10.30	9.95*	10.30	12.13
11.22	10.82*	11.21	13.03
13.00	12.40*	12.98	15.09
14.32	13.67*	14.30	16.60

Numbers

Engine	Gearbox	Max. Power (kW)	Max. Torque (Nm)	Max. speed (km/h)	0-100km/speed	Fuel efficiency
4 cyl 1199cc	5M	89	140	na	14.2	10.5
4 cyl 1199cc	5M	89	140	na	14.2	10.5
4 cyl 1199cc	5M	89	140	na	14.2	10.5
4 cyl 1199cc	5M	89	140	na	14.2	10.5
4 cyl 1248cc	5M	74	190	na	na	na
4 cyl 1248cc	5M	89	200	na	na	na
4 cyl 1199cc	5M	89	200	na	na	na
4 cyl 1199cc	5M	89	200	na	na	na

Features

ABS	ASR	Remote locking	Climate control	Auto system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
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TOPGEAR
NEW CAR GUIDE

Buyers Guide continued ➤

Price				Numbers				Features												TG RATING	
Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max. speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	

ASTON MARTIN Dealers 1 Warranty na Website www.astonmartin.com

Company description: Arguably the UK's most desirable marque, thanks to genuinely good supercars.

TG Awards: **Most improved supercar of the year 2014: Rapide S**

'As far as improvements in road dynamics goes, there's been nothing as impressive as the ones on the Rapide S'

DB9: Overshadowed by the DBS and undercut by the Vantage, the DB9 is still the quintessential Aston.**Build: Import****TG Choice:** Well not the Volante. So that only leaves the fixed head. Which will do nicely.

L: 471cm, W: 206cm H: 128cm Boot: 186 litres, Fuel Tank: 80 litre, Ground Clearance: NA Also try: Bentley Continental GT, Ferrari California and Maserati GranTurismo.

DB9 6.0 V12
DB9 6.0 V12 Volante

na	na	na	190*	12cyl 5935cc	6A	510	620	306	4.8	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10
na	na	na	200*	12cyl 5935cc	6A	510	620	304	4.8	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	na

Rapide: A ball-aching beauty of a saloon and a proper poke in the eye for Porsche's Panamera turbo.**Build: Import****TG Choice:** There is only one and it's got a 552bhp V12 with 630Nm torque. So we'll take it.

L: 502cm, W: 214cm H: 136cm Boot: 317 litres, Fuel Tank: 90 litre, Ground Clearance: NA Also try: Porsche Panamera, Ferrari FF, Maserati Quattroporte

Rapide 6.0 V12

na	na	na	220*	12cyl 5935cc	6A	552	630	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
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Vantage: The car that took on the 911. And lost. But hey, it's an Aston.**Build: Import****TG Choice:** The full 510bhp V12 Vantage experience please.

L: 439cm, W: 187cm H: 125-127cm Boot: 144 litres, Fuel Tank: 80 litre, Ground Clearance: NA Also try: Porsche 911.

Vantage V8 4.7 Coupe
Vantage 4.7 V8 Roadster
Vantage V8 S*
Vantage 4.7 V8 420 Roadster
V12 Vantage

na	na	na	155*	8cyl 4735cc	6M	420	470	302	4.7	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
na	na	na	165*	8cyl 4735cc	6M	420	470	302	4.7	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
na	na	na	165*	8cyl 4735cc	7A	430	490	305	4.7	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
na	na	na	152*	8cyl 4735cc	6M	420	470	290	4.7	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
na	na	na	190*	12cyl 5935cc	6M	510	570	305	4.2	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	9/10

AUDI Dealers 35 Warranty 2yrs Website www.audi.in

Company description: Classy and understated alternative to the driver-oriented BMW and the staid Mercedes. Oozing Teutonic quality.

TG Awards: **Saloon of the Year 2015: Audi A3**

'The A3 has every creature comfort you'd need.'

A3: Audi's brought the three-box version of the A3 to compete with the A-Class and the 1-Series. **Build: Assembled****TG Choice:** The 40TFSI as its combination of the brilliant TSI motor and the quick-witted 7-speed S-tronic auto 'box is excellent.

L: 445.6cm, W: 179.6cm, H: 141.6cm Boot: 425 litres, Fuel Tank: 50 litre, Ground Clearance: NA Also try: BMW 1-Series, Mercedes-Benz A-Class

35TDI Attraction
35TDI Premium
35TDI Premium Plus
35 TDI Technology
40TFSI Premium Plus
40TFSI Cabriolet

na	22.95*	na	29.62	4cyl 1968cc	6A	140	320	na	na	na	✓	✓	✓	✗	✗	✗	✓	✓	✓	7/10
na	25.95*	na	34.69	4cyl 1968cc	6A	140	320	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
na	29.95*	na	39.55	4cyl 1968cc	6A	140	320	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
na	32.66*	na	42.90	4cyl 1968cc	6A	140	320	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
na	28.95*	na	38.30	4cyl 1798cc	7A	177	250	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
na	44.75*	na	na	4cyl 1798cc	7A	177	250	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10

A4: Audi's best-seller gets plastic surgery. And becomes a nagging worry for other Germans in the game. **Build: Assembled****TG Choice:** The 2.0 TDI as its a great value-for-money proposition and runs on a more affordable fuel.

L: 470cm, W: 183cm H: 142.7cm Boot: 480 litres, Fuel Tank: 63 litre, Ground Clearance: NA Also try: BMW 3-Series, Mercedes-Benz C-Class

2.0TDI Std
35TDI Premium
35TFSI Premium
35TDI Technology
S4

38.62	37.86*	38.62	39.16	4cyl 1968cc	8A	148	320	210	9.47	13.1	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10
na	na	na	45.11	4cyl 1968cc	8A	174	380	220	8.37	13.7	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10
35.62	34.91*	35.62	39.98	4cyl 1798cc	8A	168	320	210	8.77	9.5	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10
57.31	56.22*	57.31	50.32	4cyl 1968cc	8A	174	380	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10
52.12	51.11*	52.12	50.26*	6cyl 2995cc	7A	329	440	na	4.63	8.6	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10

A6: Good-looking, accomplished executive saloon – now with that bearded front grille after the redesign. **Build: Assembled****TG Choice:** The 35TDI Premium has loads of toys for you to play with, while still managing a figure of 9.6kpl.

L: 491.5cm, W: 187.4cm H: 145.5cm Boot: 546 litres, Fuel Tank: 65 litre, Ground Clearance: 11.8cm Also try: BMW 5-Series, Mercedes-Benz E-Class, Volvo S80

35TDI Business
35TDI Premium
35TDI Technology
2.0 TDI
2.0 TFSI

na	47	na	50.64	4cyl 1968cc	7A	174	380	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	5/10
62.73	61.50*	62.73	58.80	4cyl 1968cc	7A	174	380	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	-
na	39.90*	na	65.50	4cyl 1968cc	7A	174	380	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	-
51.67	50.64*	51.67	59.55	4cyl 1968cc	CVT	174	380	222	8.2*	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10
50.98	49.96*	50.98	na	4cyl 1984cc	CVT	177	320	250	9.21	10	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10

A7: Perfect mix of sportiness, comfort and styling evokes instant desire. You'll never feel you're in a four-door. **Build: Import****TG Choice:** The 3.0 TDI Quattro, is powerful and sips fuel frugally.

L: 496cm, W: 191cm H: 141.9-142cm Boot: NA, Fuel Tank: 75 litre, Ground Clearance: NA Also try: Mercedes CLS, BMW 6 series Gran Coupe

3.0 TDI Quattro
RS7 Sportback

88.00	85.88*	88.00	84.85*	6cyl 2967cc	7A	241	500	250	6.07	8.1	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
130	127*	130	125*	8cyl 3993cc	7A	552	700	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10

A8 L: You can't ask for a more perfect car than this. Not for ordinary mortals. **Build: Import****TG Choice:** The 4.2 TDI gives you a great mix of luxury and power.

L: 526.7cm, W: 194.9cm H: 147.1cm Boot: 510 litres, Fuel Tank: 90 litre, Ground Clearance: 12.4cm Also try: BMW 7-Series, Mercedes-Benz S-Class

60 TFSI Quattro
3.0 TDI
4.2 TDI Quattro

130	144	130	166	8cyl 3993cc	8A	429	600	250	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
115	130	115	147	6cyl 2967cc	8A	246	580	250	6.5	7.4	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
126	141	126	161	8cyl 4134cc	8A	345	800	250	5.16	8	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10

TOPGEAR NEW CAR GUIDE

Audi continued

	Price				Numbers				Features								TG RATING				
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid
Q3: Audi says this rivals the Range Rover Evoque! Not sure about that, but it's definitely capable.	Build: Assembled																				

TG Choice: The High grade, comes with a easy-to-use MMI system and a bunch of other useful features.

L: 438.5cm, **W:** 183.1cm **H:** 160.8cm **Boot:** 460 litres, **Fuel Tank:** 64 litre, **Ground Clearance:** NA **Also try:** BMW X1

35TDI q Premium	na	na	na	39.59	4 cyl 1968cc	7A	174	380	212	7.94	11	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
35TDI q Premium Plus	na	na	na	46.78	4 cyl 1968cc	7A	177	380	212	7.94	11	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
2.0 TFSI Base grade	na	na	na	27.37*	4 cyl 1984cc	7A	208	300	230	7.18	8.25	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
2.0 TFSI High grade	na	na	na	32.66*	4 cyl 1984cc	7A	211	300	230	7.18	8.25	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
S Edition	24.91	24.99*	24.91	na	6M	138	320	na	7.94	11.04	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10

Q5: It may not have the panache of the Q7 that Bollywood loves, but the Q5 does mean business.

Build: Assembled



TG Choice: The 3.0 TDI Quattro, with the engine carried over from the Q7 but this is quicker, thanks to half-a-tonne less weight

L: 462.9cm, **W:** 188cm **H:** 165.5cm **Boot:** 540 litres, **Fuel Tank:** 75 litre, **Ground Clearance:** 20.5cm **Also try:** BMW X3, Mitsubishi Montero

30 TDI Technology	na	44.89	na	54.25	4 cyl 1968cc	7A	174	380	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	5/10
45 TDI Technology	na	52.10	na	67.45	6 cyl 2967cc	7A	241	580	225	6.5	12.2	✓	✓	✓	✓	✓	✓	✓	✓	✓	5/10

Q7: Odd-looking and enormous seven-seat sports utility vehicle that'll put the frighteners on Mercedes and BMW.

Build: Import



TG Choice: 4.2 TDI Quattro is big on muscle and since it's a diesel, it won't burn a hole in your pocket.

L: 509cm, **W:** 198cm **H:** 173.7cm **Boot:** 755 litres, **Fuel Tank:** 100 litre, **Ground Clearance:** 20.5cm **Also try:** BMW X5, Mercedes-Benz GL-Class, Porsche Cayenne, Range Rover

45TDI q Technology	80.70	79.12*	80.70	104.95	8 cyl 4134cc	8A	335	800	242	6.4	5.5	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10
3.0TFSI Quattro	na	59.40	na	65.3*	6 cyl 2995cc	8A	333	440	215	7.4	7.4	✓	✓	✓	✓	✓	✓	✓	✓	✓	na/10
30TDI q Technology	71.95	70.52*	71.95	95.50	6 cyl 2967cc	8A	241	550	243	9.1	9.6	✓	✓	✓	✓	✓	✓	✓	✓	✓	5/10

RS5: Artful lesson in understatement, the RS5 does desirable minus the flash.

Build: Import



TG Choice: Just hand us the keys to the 444bhp V8. Thank you.

L: 464cm, **W:** 186cm **H:** 136.6cm **Boot:** NA, **Fuel Tank:** 61 litres, **Ground Clearance:** NA **Also try:** BMW M4

RS 5	100	98.32*	100	96.90*	8 cyl 4163cc	7A	444	430	250	5.07	4.5	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
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R8: The supercar to have right now. Beautiful, sophisticated, quick as the wind and comfortable to boot.

Build: Import



TG Choice: Buy the V10, it's borrowed from the Lamborghini Gallardo and sells at half the price.

L: 443cm, **W:** 190cm **H:** 124.4-125.2cm **Boot:** 100 litres, **Fuel Tank:** 90 litre, **Ground Clearance:** NA **Also try:** Lamborghini Gallardo, Porsche 911

V8 4.2FSI	163	163*	163	157*	8 cyl 4163cc	7A	424	430	300	4.6	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	9/10
V10 5.2FSI	191	187*	191	184*	10 cyl 5204cc	7A	517	540	314	4.1	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	9/10
5.2FSI V10 Plus	na	na	na	205	10 cyl 5204cc	7A	542	540	314	3.5	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	9/10
Spyder	210	206*	210	202*	10 cyl 5204cc	7A	525	530	311	4.1	7	✓	✓	✓	✓	✓	✓	✓	✓	✓	9/10

TT: Still the cheapest two-seat sportscar around. Now more thorough than ever before.

Build: Import



TG Choice: Audi doesn't want you to have choices here.

L: 417.7cm, **W:** 183.2cm **H:** 135.3cm **Boot:** 305 litres **Fuel Tank:** 55 litres **Ground Clearance:** NA **Also try:** BMW Z4, Merc SLK

TT 45 TFSI	60.34	60.34*	60.34	60.34*	4 cyl 1984cc	6A	226	370	250	6	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
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BENTLEY Dealers 1 Warranty 3 Website www.bentleymotors.com

Company description: Has got a new lease of life with an injection of Volkswagen cash, but still as British as the monarchy.

TG Awards: -

Continental: Sumptuous, superb over distances, with more appeal to younger millionaires.

Build: Import



TG Choice: The GT Super Sports should be just fine. It will be good to the environment as it runs on ethanol too. Tree huggers rejoice!

L: 480.0cm, **W:** 222.5cm **H:** 140.1-148.8cm **Boot:** 358 litres, **Fuel Tank:** 90 litre, **Ground Clearance:** NA **Also try:** Other Bentleys, really? That's about it

GT	na	356*	na	356*	12 cyl 5998cc	8A	582	720	318	4.8	6.2	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
GT Speed	na	400*	na	400*	12 cyl 5998cc	8A	626	820	330	4.5	6	✓	✓	✓	✓	✓	✓	✓	✓	✓	-
Flying Spur V8	na	310*	na	310*	8 cyl 3993cc	8A	500	660	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
Flying Spur W12	na	340*	na	340*	12 cyl 5998cc	8A	626	820	320	5.2	5.8	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
GT V8	na	329*	na	329*	8 cyl 3993cc	8A	500	660	303	4.8	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
GTC	na	388*	na	388*	12 cyl 5998cc	8A	567	700	314	5.1	5.8	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10

Mulsanne: Replacement for the Arnage, and every bit as opulent.

Build: Import



TG Choice: Depends on how you want to spec it. The rich are spoilt for choice (aren't they always?).

L: 557.5, **W:** 192.6cm **H:** 152.1cm **Boot:** 443 litres, **Fuel Tank:** 96 litre, **Ground Clearance:** NA **Also try:** Rolls Royce Ghost

Mulsanne	na	567*	na	567*	8 cyl 6752cc	8A	505	1020	296	5.3	5.9	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
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BMW Dealers 21 Warranty 3yrs [Website www.bmw.in](http://www.bmw.in)

Company description: A model of German efficiency, the firm still prides itself on making supremely engineered cars aimed at the driver.

TG Awards: Performance Car of the Year 2015: M3

'The M3 sticks to its line brilliantly, and plasters a wide smile on your face'



1 Series: The country's only RWD hatchback. Fun to drive, but is it as good as the A-Class?

Build: Assembled



TG Choice: The 118d Sport Plus has a frugal yet powerful diesel engine and comes with all the thrills and frills.

L: 432.4cm **W:** 176.5cm **H:** 142.1cm **Boot:** na **Fuel Tank:** 52 litres, **Ground Clearance:** na **Also try:** Mercedes-Benz A-Class, Mini Countryman

116i	21.27	20.9*	21.27	27.97	4 cyl 1598cc	8A	134	220
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TOPGEAR
NEW CAR GUIDE

BMW continued	Price				Numbers				Features													
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max. speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
118d	23.3	22.9*	23.3	32.07	4 cyl 1995cc	8A	140	320	215	8.91	13.3	✓	✓	✓	✗	✓	✓	✓	✓	✓	7/10	
118d Sport Line	26.36	25.9*	26.36	35.69	4 cyl 1995cc	8A	140	320	215	8.91	13.3	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10	
118d Sport Plus	30.43	29.9*	30.43	40.54	4 cyl 1995cc	8A	140	320	215	8.91	13.3	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10	

3 Series: The 3 has always been the best sport saloon since it was born. The new 3 is still so.

Build: Assembled



TG Choice: The 320d Sport Line visually striking with its sporty cues and has the all purpose 2-litre diesel.

L: 482.4cm W: 181.1cm H: 142.9cm Boot: na Fuel Tank: 60 litres, **Ground Clearance:** na Also try: Audi A4, Mercedes-Benz C-Class

320d	28.9	33.68	28.9	42.75	4 cyl 1995cc	8A	181	380	235	7.33	14.2	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
320d Sport Line	31.5	36.65	31.5	47.17	4 cyl 1995cc	8A	181	380	235	7.33	14.2	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
320d Luxury Line	31.5	36.65	31.5	47.17	4 cyl 1995cc	8A	181	380	235	7.33	14.2	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
320d Luxury line Plus	36.9	42.83	36.9	45.69	4 cyl 1995cc	8A	181	380	235	7.33	14.2	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
328i Sport Line	37.9	43.96	37.9	51.92	4 cyl 1997cc	8A	241	350	250	6.16	10.3	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
320d GT	42.75	42.75*	42.75	53.13	4 cyl 1995cc	8A	181	380	NA	NA	NA	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10
M3	121	121*	121	121*	6 cyl 2979cc	7A	425	550	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10

M4: The M3 Coupe lives on, but with a new name: the M4. Now powered by a turbocharged six-pot motor. **Build:** Import

TG Choice: Only the Coupe is available for now.

L: 467.1cm W: 187cm H: 138.3cm Boot: na Fuel Tank: 00 litres, **Ground Clearance:** na Also try: Jaguar F-Type

M4 Coupe	119	119*	119	119*	6 cyl 2979cc	7A	425	550	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
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5 Series: A return to form for the '5', with more palatable styling, a better ride and BMW's stock-in-trade quality. **Build:** Assembled

TG Choice: The 530d M Sport is the most fun you will have in a 5 series, unless you throw the M5 into the mix.

L: 490.7, W: 186cm H: 146.2cm Boot: 520 litres, **Fuel Tank:** 70 litre, **Ground Clearance:** 15.8 cm Also try: Audi A6, Mercedes-Benz E-Class, Volvo S80

520d Modern	47.7	54.37	na	61.90	4 cyl 1995cc	8A	181	380	226	8.3	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
520d Luxury	47.7	54.37	na	61.90	4 cyl 1995cc	8A	181	380	226	8.3	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
525d Luxury Plus	52.8	60.08	na	68.17	4 cyl 1995cc	8A	214	450	226	8.3	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
530d M Sport	58.9	62.37	na	73.32	6 cyl 2993cc	8A	254	560	250	6.13	11.4	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10

6 Series Gran Coupe: The best all-round tourer in India. Now fresher thanks to a mid-life facelift **Build:** Import

TG Choice: You're restricted to trim levels for now.

L: 489cm, W: 189cm H: 139.2cm Boot: Na, **Fuel Tank:** 70 litre, **Ground Clearance:** 123cm Also try: Mercedes SL class

640d Eminence	na	114	na	na	6 cyl 2993cc	8A	313	630	250	5.5	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
640d Design Pure Exp	na	121	na	na	6 cyl 2993cc	8A	313	630	250	5.52	8.1	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10

i8: A sci-fi fantasy brought to life. A hybrid sportscar. The i8 is a combination of both, and it is spectacular

TG Choice: The 730d should be fine, as it's a car to be driven in.

L: 517.9cm, W: 213.3cm H: 148.1cm Boot: 520 litres, **Fuel Tank:** 88 litre **Ground Clearance:** NA Also try: Audi A8, Mercedes-Benz S-Class

750Li	86.8	113.3	86.8	175	8 cyl 4395cc	6A	442	650	250	6	7.9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	5/10
730d	73.6	96.06	73.6	126	6 cyl 2993cc	6A	254	560	245	6.69	9.3	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10
760Li	129	150.7	129	244	12 cyl 5972cc	6A	536	750	250	4.6	7.3	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
ActiveHybrid 7	135	135*	135	135*	6 cyl 2979cc	8A	369	450	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10

GT 5: According to BMW the GT 5 is for an older BMW buyer who has a family and children to ferry around.

TG Choice: A BMW for the ageing? For this price, you can get the '530d' and the K1200R bike.

L: 499cm, W: 190cm H: 150.8cm Boot: 520 litres, **Fuel Tank:** 70 litre, **Ground Clearance:** NA Also try: none

30d	64	65.10	64	82.32	6 cyl 2993cc	8A	245	540	240	7.13	5.3	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	5/10
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X1: Right size, right price, perfect for the urban yuppie.

TG Choice: The 20d Expedition will be perfect. 380Nm of torque is more than enough for city and highway driving.

L: 445cm W: 180cm H: 154.5cm Boot: 420 litres, **Fuel Tank:** 80 litre, **Ground Clearance:** 19.4cm Also try: Audi Q5

20d Expedition	NA	27.9*	NA	38.38	4 cyl 1995cc	8A	181	380	205	7.89	12	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
20d Sport Line	NA	32.5*	NA	44.83	4 cyl 1995cc	8A	181	380	205	7.18	12	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
20d xLine	NA	32.5*	NA	44.83	4 cyl 1995cc	8A	181	380	205	7.18	12	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10

X3: A well-sorted car tailored for the world we live in, now with squared-off corona rings. **Build:** Assembled

TG Choice: The 20d Expedition, as it has ample power and is cheaper, too.

L: 465.7cm W: 188cm H: 167.8cm Boot: NA, **Fuel Tank:** 67 litre, **Ground Clearance:** 19.4cm Also try: Audi Q5, Volvo XC60, Land Rover Freelander 2

20d Expedition	44.90	44.90*	44.90	55.76	4 cyl 1995cc	8A	188	400	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
20d xLine	49.90	49.90*	49.90	61.90	4 cyl 1995cc	8A	188	400	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10

X5: Fatter new seven-seat X5 places it firmly in a size category above the X3 now – thankfully, it's bigger inside too. **Build:** Import

TG Choice: The 30d should work well as this car is more at home in the urban jungle's stop-and-go traffic.

L: 485.4, W: 219.7cm H: 176.2cm Boot: 620 litres, **Fuel Tank:** 85 litre, **Ground Clearance:** 21.2 cm Also try: Audi Q7, Mercedes-Benz M-Class, Porsche Cayenne, Range Rover Sport

30d 7-str	55.7	62.25	55.7	87.69	6 cyl 2993cc	8A	254	560	210	8.3	10.8	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
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TOPGEAR NEW CAR GUIDE

BMW continued

	Price				Numbers				Features								TG RATING				
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid
X6: It's an SUV! No, it's a coupe! No, it's both. BMW has stretched the boundaries for a 'niche' product. Build: Import																					
TG Choice: The 50i, as the car doesn't make much sense to begin with. But it'll at least be fast while being confused.	L: 487.7cm W: 198cm H: 170.2cm	Boot: na	Fuel Tank: 85 litre	Ground Clearance: 21.2 cm	Also try: Audi Q7, Mercedes-Benz M-Class, Porsche Cayenne, Range Rover Sport																4/10
50i	84.1	98.49	84.1	109	8cyl 4395cc	8A	407	600	240	5.4	7.1	✓	✓	✓	✓	✓	✓	✓	✓	✓	4/10
40d	66.9	79.35	66.9	87.3	6cyl 2993cc	8A	306	600	240	6.18	8.6	✓	✓	✓	✓	✓	✓	✓	✓	✓	4/10

Z4: BMW's answer to Merc's SLK and Porsche's Cayman. It's fast. It's topless and it drives well.

Build: Import

TG Choice: No option but the 35i for now. Same engine but tuned for more power.

L: 423.9cm W: 179cm H: 129.1cm Boot: na, Fuel Tank: 90 litre, Ground Clearance: na Also try: Mercedes-Benz SLK, Porsche Boxster.

Z4 SDrive 35is	na	98.49	84.1	109	6cyl 2979cc	8A	301	400	250	6.07	5.5	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
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BUGATTI Dealers 1 Warranty 2yrs Website www.bugatti.com

Company description: VW-owned purveyor of the fastest, most extreme hypercars on the planet. Builder of the fastest car in the world.

TG Awards: -

Veyron: The fastest, most expensive car in the world. Enough said...

Build: Import

TG Choice: Grand Sport, 1001bhp, 0-100kph in 2.7 seconds 407kph top end. Veyron is the ultimate.

L: 446cm W: 199cm H: 115.9cm Boot: na Fuel Tank: 100 litre Ground Clearance: NA Also try: The space shuttle, hard drugs

Veyron 8.0 W16 Grand Sport	na	4500*	na	na	16cyl 7993cc	7A	1001	1250	407	2.7	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	9/10
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CHEVROLET Dealers 279 Warranty 3 Website www.chevrolet.co.in

Company description: Made its mark with confident design and products like the Cruze and the Beat. Buyers are slowly showing that confidence too.

TG Awards: Saloon of the year 2009: Cruze That the Cruze is a better buy than its immediate competitors - Civic and Corolla - will be as obvious to you as Salman Khan's biceps

Beat: Another smart new Chevy design. Tries hard to play city car and highway cruiser roles. Succeeds reasonably.

TG Choice: The LT packs a lot of features at a reasonable price.

L: 364cm W: 159cm H: 155cm Boot: na, Fuel Tank: 45 litre, Ground Clearance: 17.5cm Also try: Hyundai i10, Maruti Suzuki Ritz

Base	4.03	4.19	4.03	5.32	4cyl 1199cc	5M	77	106	150	na	na	✗	✗	✗	✗	✗	✗	✗	✗	✗	4/10
LS	4.29	4.49	4.29	5.64	4cyl 1199cc	5M	77	106	150	na	na	✗	✗	✗	✗	✗	✗	✗	✗	✗	5/10
LT	4.71	4.97	4.71	6.14	4cyl 1199cc	5M	77	106	150	na	na	✗	✗	✗	✓	✓	✓	✓	✓	✓	5/10
LT Opt	5.20	5.29	5.20	6.47	4cyl 1199cc	5M	77	106	150	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	5/10
Base Diesel	4.86	5.11	4.86	6.44	3cyl 936cc	5M	56	142	150	na	17	✗	✗	✗	✗	✗	✗	✗	✗	✗	5/10
LS Diesel	5.13	5.42	5.13	6.78	3cyl 936cc	5M	56	142	150	na	17	✗	✗	✗	✗	✗	✗	✗	✗	✗	6/10
LT Diesel	5.55	5.88	5.55	7.30	3cyl 936cc	5M	56	142	150	na	17	✗	✗	✓	✓	✓	✓	✓	✓	✓	6/10
LT Opt Diesel	6.04	6.07	6.04	7.90	3cyl 936cc	5M	56	142	150	na	17	✓	✓	✓	✓	✓	✓	✓	✓	✓	5/10

Captiva: At long last, Chevy is adding new cars to Daewoo knock-offs. This seven-seat SUV isn't a bad effort either. **Build: Import**

TG Choice: Two lakh cheaper than the AWD variants, the 2.2 LT has no all-wheel-drive, but hey, you won't need one in a city SUV.

L: 467cm W: 187cm H: 175.5cm Boot: 465 litres, Fuel Tank: 65 litre, Ground Clearance: 17.7cm Also try: Honda CR-V, Nissan X-Trail

2.2 LT	23.54	21.88	23.54	30.66	4cyl 2231cc	6M	183	400	178	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	5/10
2.2 AWD LTZ	25.67	25.62	25.67	33.47	4cyl 2231cc	6A	183	400	178	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	5/10

Cruze: This car can leave wet spot marks on the trousers of the Civic and the Corolla.

TG Choice: The LTZ MT for the true enthusiast.

L: 459.7cm W: 178.8cm H: 147.7cm Boot: na Fuel Tank: na Ground Clearance: 16.5cm Also try: Honda Civic, Toyota Corolla Altis

LT	14.02	16.15	14.02	17.80	4cyl 1998cc	6M	164	360	200	9.83	12	✓	✓	✓	✗	✓	✓	✓	✓	✓	5/10
LTZ MT	15.54	17.88	15.54	19.66	4cyl 1998cc	6M	164	360	200	9.83	12	✓	✓	✓	✓	✓	✓	✓	✓	✓	5/10
LTZ AT	16.57	18.93	16.57	20.93	4cyl 1998cc	6A	164	360	200	9.5	11.5	✓	✓	✓	✓	✓	✓	✓	✓	✓	5/10

Spark: Cute, cheap runabout, now with the oomph to keep it up in town thanks to the new 1.0L engine. Also available in LPG.

TG Choice: 1 as it is the cheapest of the lot and other variants do not offer any significant upgrades.

L: 349.5cm W: 149.5cm Boot: 104 litres, Fuel Tank: 38 litre, Ground Clearance: 17 cm Also try: Hyundai Santro Xing, Maruti's tall boy pair

1.0	3.50	3.51	3.50	4.61	4cyl 995cc	5M	60	87	145	16.9	13.6	✗	✗	✗	✗	✗	✗	✗	✗	✗	3/10
1.0 LS	3.77	3.89	3.77	4.93	4cyl 995cc	5M	60	87	145	16.9	13.6	✗	✗	✗	✗	✗	✗	✗	✗	✗	4/10
1.0 LT	4.06	4.21	4.06	5.28	4cyl 995cc	5M	60	87	145	16.9	13.6	✗	✗	✗	✗	✗	✗	✗	✗	✗	4/10

Enjoy: The Enjoy is Chevrolet's answer to the Maruti Ertiga. Petrol pretty quick, diesel decently efficient. Reasonably priced too.

TG Choice: LTZ Diesel as it offers a good mix of features along with the goodness of diesel. Mid-spec LT trim available too.

L: 430.5cm W: 168cm H: 175cm Boot: 195 litres, Fuel Tank: 50 litre, Ground Clearance: na Also try: Maruti Ertiga, Mahindra Xylo, Nissan Evalia

LS Petrol 8STR	5.84	5.49*	5.84	7.61	4cyl 1399cc	5M	99	131	na	13.9	12.1	✗	✗	✗	✗	✗	✗	✓	✓	✗	6/10
LS Petrol 7STR	5.87	5.54*	5.87	7.64	4cyl 1399cc	5M	99	131	na	13.9	12.1	✗	✗	✗	✗	✗	✗	✓	✓	✗	6/10
LTZ Petrol 7STR	7.23	7.12*	7.23	9.28	4cyl 1399cc	5M	99	131	na	13.9	12.1	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10
LS Diesel 8STR	7.10	6.69*	7.10	9.31	4cyl 1248cc	5M	74	172	na	19.7	15	✗	✗	✗	✗	✗	✗	✓	✓	✗	6/10
LS Diesel 7STR	7.13	6.76*	7.13	9.34	4cyl 1248cc	5M	74	172	na	19.7	15	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10
LTZ Diesel 7STR	8.27	8.00*	8.27	10.74	4cyl 1248cc	5M	74	172	na	19.7	15	✓	✓	✓	✗	✓	✓	✓	✓	✓	6/10

TOPGEAR
NEW CAR GUIDE

Chevrolet continued

Price				Numbers						Features										TG RATING	
Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
LT ABS Petrol	5.68	6.11	5.68	7.55	4 cyl 1199cc	5M	82	108	na	13.85	13.2	×	○	✓	×	○	✓	×	○	5/10	
LT ABS Diesel	6.73	7.53	6.73	8.99	4 cyl 1248cc	5M	74	190	na	na	13.2	○	○	×	○	○	○	○	○	5/10	

Sail U-VA: It's a no-nonsense car in a country with way better no-nonsense cars**TG Choice:** LT Diesel as it has a proven engine, rides well and is spacious. (Available in Base and LS variants too)

L: 394.6cm W: 196cm H: cm Boot: 248 litres, Fuel Tank: 42 litre, Ground Clearance: 17.4 cm Also try: Maruti Suzuki Ritz

**Sail:** Pocket-friendly pricing, neat styling and good ride. Should put Chevrolet back in to the entry-sedan game**TG Choice:** 1.3 TCi LT ABS as it gets all the safety features and decent amount of features.

L: 424.9 cm W: 169cm H: 150.3cm Boot: 370 litres, Fuel Tank: 42 litre, Ground Clearance: 17.4cm Also try: Maruti Suzuki DZire, Mahindra Verito, Ford Classic



1.2	5.24	4.99*	5.24	6.85	4 cyl 1199cc	5M	82	108	na	na	na	✓	○	×	×	×	×	✓	○	5/10
1.2 LS ABS	6.02	5.70*	6.02	7.85	4 cyl 1199cc	5M	82	108	na	na	na	✓	○	✓	○	○	○	✓	○	5/10
1.2 LT ABS	6.49	6.41*	6.49	8.38	4 cyl 1199cc	5M	82	108	na	na	na	✓	○	✓	○	○	○	✓	○	5/10
1.3 TCi	6.45	6.29*	6.45	8.47	4 cyl 1248cc	5M	74	190	na	na	na	×	○	×	○	○	○	✓	○	5/10
1.3 TCi LS ABS	7.05	6.80*	7.05	9.32	4 cyl 1248cc	5M	74	190	na	na	na	×	○	○	○	○	○	✓	○	5/10
1.3 TCi LT ABS	7.67	7.51*	7.67	10.04	4 cyl 1248cc	5M	74	190	na	na	na	✓	○	✓	○	○	○	✓	○	5/10

DATSON Dealers 141 Warranty 2yrs Website www.datsun.co.in

Company description: It's back from the dead: Nissan has revived Datsun, only this time, it's to sell inexpensive hatchbacks and micro-MPVs

TG Awards: -

Go: Essentially a Micra that doesn't look like one, and cheaper too. Win-win!**TG Choice:** T is the one to go for, as it is the one with all the features that you'd need.

L: 378.5cm W: 163.5cm H: 148.5cm Boot: 265 litre Fuel Tank: Na, Ground Clearance: Na Also try: Maruti Alto 800, Hyundai Eon.



D	3.23	3.57	3.29	4.02	3 cyl 1198cc	5M	67	104	na	na	na	×	×	○	○	○	○	○	○	6/10
A	3.58	3.88	3.65	4.44	3 cyl 1198cc	5M	67	104	na	na	na	×	○	○	○	○	○	○	○	6/10
T	4.04	4.13	4.12	4.98	3 cyl 1198cc	5M	67	104	na	na	na	×	○	○	○	○	○	○	○	6/10

Go+: A Go that thinks it's an MPV. It does have seats for seven, yes, and it is just as barebones as the hatchback**TG Choice:** T is the one to go for, as it is the one with all the features that you'd need.

L: 378.5cm W: 163.5cm H: 148.5cm Boot: 265 litre Fuel Tank: Na, Ground Clearance: Na Also try: Spending more and buying a proper MPV



D	3.79	3.79*	3.86	4.66	3 cyl 1198cc	5M	67	104	na	na	na	×	○	○	○	○	○	○	○	6/10
A	4.14	4.15*	4.22	5.08	3 cyl 1198cc	5M	67	104	na	na	na	×	○	○	○	○	○	○	○	6/10
T	4.61	4.61*	4.69	5.67	3 cyl 1198cc	5M	67	104	na	na	na	×	○	○	○	○	○	○	○	6/10

FIAT Dealers 64 Warranty 18months Website www.fiat-india.com

Company description: Seems to make characterful and beautiful cars even in their sleep. The Punto and Linea are brilliant.

TG Awards: Facelift of the Year 2015: Punto Evo

'We didn't expect the Punto to feature such significant changes'

Linea: Big sedan loaded to the brim with features at a bargain price.**TG Choice:** T-Jet should have been here the first time around – still, better late than never.

L: 456, W: 173cm H: 148.7-149.4cm Boot: 500 litre, Fuel Tank: 45 litre, Ground Clearance: 18.5cm Also try: Honda City, Ford Fiesta, VW Vento



Active	7.25	7.85	7.23	8.34	4 cyl 1368cc	5M	90	115	168	15.6	8	×	×	○	○	○	○	○	○	4/10
Dynamic	8.27	7.95	8.25	8.77	4 cyl 1368cc	5M	90	115	168	15.6	8	×	○	○	○	○	○	○	○	4/10
Active D	8.30	9.12	8.28	10.14	4 cyl 1248cc	5M	91	209	na	na	na	×	○	○	○	○	○	○	○	5/10
Dynamic D	9.35	10.25	9.23	11.58	4 cyl 1248cc	5M	91	209	na	na	na	×	○	○	○	○	○	○	○	5/10
Emotion D	9.72	10.66	9.70	12.24	4 cyl 1248cc	5M	91	209	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	5/10
T-Jet	8.82	9.65	8.92	na	4 cyl 1368cc	5M	113	207	165	11.1	12.5	✓	✓	✓	✓	○	○	○	○	6/10
T-Jet+	9.32	10.19	9.43	na	4 cyl 1368cc	5M	113	207	165	11.1	12.5	✓	✓	✓	✓	○	○	○	○	6/10
Classic Multijet Diesel	6.95	8.00	6.95	8.60	4 cyl 1248cc	5M	76	197	na	na	na	×	○	○	○	○	○	○	○	4/10
Classic Plus Multijet Diesel	7.50	8.62	7.50	9.25	4 cyl 1248cc	5M	76	197	na	na	na	✓	✓	✓	✓	○	○	○	○	4/10
Classic Petrol	5.99	6.63	5.99	7.28	4 cyl 1368cc	5M	90	115	na	na	na	×	○	○	○	○	○	○	○	5/10

Punto Evo: Looks incredible, drives well, priced competitively. Needs better engines, though.**TG Choice:** The Emotion Sport diesel is still the pick of the lot, but the 1.3-litre motor lacks grunt compared to rivals.

L: 398.9cm W: 168.7cm H: 152.5cm Boot: na Fuel Tank: 45 litre, Ground Clearance: 18.5-20.5cm Also try: Maruti Swift, Hyundai i20, Volkswagen Polo



Active 1.2	4.67	4.55*	4.65	6.02	4 cyl 1172cc	5M	67	96	na	na	na	×	○	○	○	○	○	○	○	7/10
Dynamic 1.2	5.24	5.12*	5.22	6.57	4 cyl 1172cc	5M	67	96	175	na	13	×	○	○	○	○	○	○	○	7/10
Emotion 1.4	6.80	6.66*	6.78	8.68	4 cyl 1368cc	5M	89	115	175	12.5	13	×	✓	✓	✓	✓	○	○	○	7/10
Active 1.3 D	5.40	5.27*	5.37	7.24	4 cyl 1248cc	5M	75	197	na	na	17	×	○	○	○	○	○	○	○	7/10
Dynamic 1.3 D	6.35	6.21*	6.33	8.04	4 cyl 1248cc	5M	75	197	na	na	17	×	○	○	○	○	○	○	○	7/10
Emotion 1.3 D	6.98	6.83*	6.96	8.80	4 cyl 1248cc	5M	75	197	na	na	17	×	○	○	○	○	○	○	○	7/10
Emotion 1.3 D Sport	7.35	7.20*	7.33	9.24	4 cyl 1248cc	5M	92	209	170	13.65	12.6	✓	✓	✓	✓	○	○	○	○	7/10
Avventura 1.4 Dynamic	na	7.05*	na	8.72	4 cyl 1368cc	5M	92	115	na	na	na	×	○	○	○	○	○	○	○	7/10
Avventura 1.3 D Emotion	na	8.17*	na	10.29	4 cyl 1248cc	5M	89	209	na	na	na	✓	✓	✓	✓	○	○	○	○	7/10

TOPGEAR
NEW CAR GUIDE

Ford continued

	Price				Numbers							Features										TG RATING
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max. speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	
1.5 Trend D	7.74	7.61*	7.74	11.33	4 cyl 1498cc	5M	90	204	na	13.24	15.1	✓	✓	✓	✓	✗	✗	✓	✗	✗	✗	7/10
1.5 Titanium D	8.77	8.62*	8.77	12.64	4 cyl 1498cc	5M	90	204	na	13.24	15.1	✗	✗	✗	✓	✓	✗	✓	✗	✗	✗	7/10
1.5 Titanium + D	9.16	9.00*	9.16	13.37	4 cyl 1498cc	5M	90	204	na	13.24	15.1	✓	✓	✓	✓	✓	✗	✓	✓	✗	✗	7/10


HONDA Dealers 80 Warranty 2yrs Website www.hondacarindia.com
Company description: Enjoys a brand value only premium German cars can beat.
 City continues to dominate its segment.

TG Awards: Family Car of the Year 2015: Honda Mobilio
 'The Mobilio bridges the gap between looking snazzy and being practical'

Amaze: Honda's answer to Maruti's DZire. First oil-burning Honda to hit Indian shores

TG Choice: The VX i-DTEC as it gets the much talked about diesel engine that's efficient and gets all the goodies too.

L: 399cm **W:** 168cm **H:** 150.5cm **Boot:** 400 litres **Fuel Tank:** 35 litre, **Ground Clearance:** 16.5cm **Also try:** Maruti DZire, Chevrolet Sail, Toyota Etios

E	5.05	5.82	5.09	6.48	4 cyl 1198cc	5M	87	109	na	na	na	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	7/10
S	5.74	6.56	5.79	7.38	4 cyl 1198cc	5M	87	109	na	na	na	✗	✗	✗	✓	✗	✗	✓	✓	✓	✗	7/10
SX	6.09	7.12	6.14	8.02	4 cyl 1198cc	5M	87	109	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
VX	6.68	7.78	6.73	8.48	4 cyl 1198cc	5M	87	109	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
S AT	6.75	7.85	6.80	8.57	4 cyl 1198cc	5A	87	109	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
VX AT	7.61	8.79	7.69	9.55	4 cyl 1198cc	5A	87	109	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
EX i-DTEC	6.41	7.16	6.45	8.30	4 cyl 1498cc	5M	99	200	na	12.21	16.8	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
S i-DTEC	6.72	7.91	6.78	8.70	4 cyl 1498cc	5M	99	200	na	12.21	16.8	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
SX i-DTEC	6.97	8.19	7.03	9.20	4 cyl 1498cc	5M	99	200	na	12.21	16.8	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
VX i-DTEC	7.59	8.86	7.64	9.61	4 cyl 1498cc	5M	99	200	na	12.21	16.8	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10

City: Looks like a facelift but its all-new underneath. Brings in more space, features and upmarket feel.

TG Choice: V gets you everything you would need and nothing you don't.

L: 444cm **W:** 169.5cm **H:** 149.5cm **Boot:** 510L **Fuel Tank:** 40 litre, **Ground Clearance:** 165cm **Also try:** Skoda Rapid, VW Vento, Hyundai Verna, Maruti SX4

E	7.30	8.34	7.30	9.18	4 cyl 1497cc	5M	117	145	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
S	7.96	9.04	7.96	9.94	4 cyl 1497cc	5M	117	145	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
SV	8.52	9.63	8.51	10.64	4 cyl 1497cc	5M	117	145	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
SV CVT	9.52	10.73	9.51	11.96	4 cyl 1497cc	CVT	117	145	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10
V	9.06	10.24	9.06	11.33	4 cyl 1497cc	5M	117	145	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
VX	10.01	11.27	10.01	12.58	4 cyl 1497cc	5M	117	145	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
VX CVT	11.06	12.76	11.07	13.87	4 cyl 1497cc	CVT	117	145	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10
E i-DTEC	8.76	9.82	8.77	10.83	4 cyl 1498cc	6M	99	200	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
S i-DTEC	9.39	10.53	9.40	11.61	4 cyl 1498cc	6M	99	200	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
SV i-DTEC	9.82	11.09	9.83	12.35	4 cyl 1498cc	6M	99	200	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
V i-DTEC	10.33	12.08	10.34	13.10	4 cyl 1498cc	6M	99	200	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
VX i-DTEC	11.29	13.18	11.29	14.29	4 cyl 1498cc	6M	99	200	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10

Brio: A complete young family hatch, comes with an aggressive price tag.

TG Choice: The VX should work well as it comes with all the features you'd want.

L: 361cm **W:** 168cm **H:** 150cm **Boot:** na **Fuel Tank:** 35 litre, **Ground Clearance:** 16.5cm **Also try:** Ford Figo, Chevrolet Beat, Maruti Ritz

E	4.10	4.71	4.11	5.26	4 cyl 1198cc	5M	87	109	na	na	16.5	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	7/10
EX	4.30	4.93	4.30	5.52	4 cyl 1198cc	5M	87	109	na	na	16.5	✗	✗	✗	✓	✗	✗	✗	✗	✗	✗	7/10
S	4.63	5.27	4.63	5.95	4 cyl 1198cc	5M	87	109	na	na	16.5	✗	✗	✓	✓	✗	✗	✗	✓	✗	✗	7/10
V	5.05	5.68	5.06	6.36	4 cyl 1198cc	5M	87	109	na	na	16.5	✗	✗	✓	✓	✓	✓	✓	✓	✓	✓	7/10
VX	5.35	6.02	5.37	6.82	4 cyl 1198cc	5M	87	109	na	na	16.5	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
VX AT	6.12	7.03	6.14	7.76	4 cyl 1198cc	5A	87	109	na	na	16.5	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10

CR-V: Suave, comfortable, handles well and has a great engine. It has a terrific image as well.

Build: Assembled

TG Choice: The 2L AT is the pick of the lot, but where the hell is that diesel?

L: 454.4cm **W:** 182cm **H:** 168.5cm **Boot:** na **Fuel Tank:** 58 litre, **Ground Clearance:** 17cm **Also try:** Chevrolet Captiva, Nissan X-Trail

2L MT	20.92	23.37	20.89	25.79	4 cyl 1997cc	6M	154	190	na	11.44	9.15	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10
2L AT	21.94	24.51	21.91	27.91	4 cyl 1997cc	5A	154	190	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10
2.4L AT AVN	25.10	28.04	23.56	30.60	4 cyl 2354cc	5A	187	226	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10

Mobilio: Honda's first shot at the budget MPV segment, the Mobilio sports a touch more design flair than the rest.

TG Choice: The S Diesel is the one that has all the bases covered.

L: 438cm **W:** 168cm **H:** 160.3cm **Boot:** na **Fuel Tank:** 42 litre **Ground Clearance:** 18.9cm **Also try:** Maruti Ertiga, Chevrolet Enjoy

E	6.80	6.49*	6.83	8.26	4 cyl 1497cc	5M	117	145	na	na	na	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	6/10
S	7.82	7.51*	7.85	9.50	4 cyl 1497cc	5M	117	145	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10
V	9.06	8.77*	9.06	10.98	4 cyl 1497cc	5M	117	145	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10
E Diesel	8.29	7.89*	8.25	10.16	4 cyl 1498cc	5M	99	200	na	na	na	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	7/10
S Diesel	9.01	8.60*	9.00	11.04	4 cyl 1498cc	5M	99	200	na	na	na	✓	✓	✗	✗	✓	✗					

TOPGEAR
NEW CAR GUIDE

Buyers Guide continued

Price	Numbers				Features																
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid


HYUNDAI Dealers 240 Warranty 2yrs Website www.hyundai.co.in
Company description: With the i10, i20 and the new Verna, their cars are actually scoring pretty high on the desirability quotient.

TG Awards: Manufacturer of the Year 2015: Hyundai

'Hyundai has reinforced its image as a manufacturer of feature-rich, value-for-money products'

Eon: The Eon is an interesting little number. It has what you want from an entry-level city car, even if not in the best possible way.

TG Choice: Sportz as it has all the features that a premium hatchback should get.
L: 349.5cm **W:** 155cm **H:** 150cm **Boot:** 215 litre, **Fuel Tank:** 32 litre, **Ground Clearance:** 17 cm **Also try:** Chevrolet Spark, Maruti Alto

D-Lite	2.92	3.10	2.94	3.81	3 cyl 814cc	5M	55	75	na	na	na	×	×	×	×	×	×	×	×	5/10
D-Lite +	3.22	3.40	3.23	4.15	3 cyl 814cc	5M	55	75	na	na	na	×	×	×	×	×	×	×	×	5/10
Era +	3.37	3.60	3.38	4.31	3 cyl 814cc	5M	55	75	na	na	na	×	×	×	×	×	×	×	5/10	
Magna +	3.67	3.90	3.69	4.67	3 cyl 814cc	5M	55	75	na	na	na	×	×	×	×	✓	✓	✓	5/10	
Sportz	3.96	4.15	3.98	5.01	3 cyl 814cc	5M	55	75	na	na	na	✓	✓	✓	✓	✓	✓	✓	5/10	
1.0 Magna	3.85	4.24	3.87	5.03	3 cyl 998cc	5M	68	94	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	6/10


Elantra: Hyundai brings the Elantra back from the dead. Flamboyant and feature-rich. **Build: Assembled**
TG Choice: SX Auto as it gets all the bells and whistles and the convenience of an auto 'box.
L: 453cm **W:** 177.5cm **H:** 147cm **Boot:** 420 litre, **Fuel Tank:** 56 litre, **Ground Clearance:** 15 cm **Also try:** Chevrolet Cruze, VW Jetta, Toyota Corolla Altis

1.8 S VTVT	12.92	14.39	12.92	16.12	4 cyl 1797cc	6M	147	177	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	6/10
1.8 SX VTVT	14.17	15.75	14.17	17.58	4 cyl 1797cc	6M	147	177	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	6/10
1.8 SX AT VTVT	15.19	16.89	15.19	18.76	4 cyl 1797cc	6A	147	177	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	6/10
1.6 L CRDi	13.32	15.15	13.33	16.96	4 cyl 1582cc	6M	126	260	na	10.34	13.6	✓	✓	✓	✓	✓	✓	✓	✓	6/10
1.6 S CRDi	14.07	15.96	14.07	17.84	4 cyl 1582cc	6M	126	260	na	10.34	13.6	✓	✓	✓	✓	✓	✓	✓	✓	6/10
1.6 SX AT CRDi	15.30	17.44	15.30	19.29	4 cyl 1582cc	6M	126	260	na	10.34	13.6	✓	✓	✓	✓	✓	✓	✓	✓	6/10
1.6 SX AT CRDi	16.32	18.55	16.32	20.50	4 cyl 1582cc	6A	126	260	190	11.37	12.2	✓	✓	✓	✓	✓	✓	✓	✓	6/10


Elite i20: The brand-new i20 is as good as most others in its class. A premium hatch in the truest sense of the term.

TG Choice: The Asta 1.4 D makes for a good value for money offering considering it's a big diesel hatchback with lots of goodies.
L: 398.5cm **W:** 173.4cm **H:** 150.5cm **Boot:** 295 litre **Fuel Tank:** 45 litre, **Ground Clearance:** 17cm **Also try:** VW Polo, Maruti Suzuki Swift.

Era 1.2 P	4.98	4.90*	4.98	6.61	4 cyl 1197cc	5M	82	115	na	na	na	×	×	✓	✓	✓	✓	✓	✓	7/10
Magna 1.2 P	5.51	5.42*	5.51	7.25	4 cyl 1197cc	5M	82	115	na	15.5	na	×	×	✓	✓	✓	✓	✓	✓	7/10
Sportz 1.2 P	6.04	5.94*	6.04	7.89	4 cyl 1197cc	5M	82	115	na	15.5	na	✓	✓	✓	✓	✓	✓	✓	✓	7/10
Sportz (O) 1.2 P	6.36	6.25*	6.36	8.27	4 cyl 1396cc	5M	82	115	na	11.91	na	✓	✓	✓	✓	✓	✓	✓	✓	7/10
Asta 1.2 P	6.58	6.47*	6.58	8.54	4 cyl 1396cc	5M	82	115	na	11.91	na	✓	✓	✓	✓	✓	✓	✓	✓	7/10
Era 1.4 D	6.20	6.10*	6.20	8.16	4 cyl 1396cc	6M	89	220	na	11.91	na	×	×	✓	✓	✓	✓	✓	✓	7/10
Magna 1.4 D	6.73	6.62*	6.73	8.81	4 cyl 1396cc	6M	89	220	na	13.1	na	×	×	✓	✓	✓	✓	✓	✓	7/10
Sportz 1.4 D	7.26	7.14*	7.26	9.46	4 cyl 1396cc	6M	89	220	na	11.91	na	✓	✓	✓	✓	✓	✓	✓	✓	7/10
Sportz (O) 1.4 D	7.58	7.45*	7.58	9.85	4 cyl 1396cc	6M	89	220	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	7/10
Asta 1.4 D	7.80	7.67*	7.80	10.12	4 cyl 1396cc	6M	89	220	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	7/10
Active 1.2 S P	7.80	7.67*	7.80	8.83	4 cyl 1197cc	5M	82	115	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	8/10
Active 1.4 SX D	7.80	7.67*	7.80	11.13	4 cyl 1396cc	6M	89	220	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	8/10


Grand i10: Hyundai finds and fills a gap between the i10 and the i20, and this one fits the bill perfectly.

TG Choice: The Asta (O) has some features that no other hatchback in the country gets.
L: 376.5cm **W:** 166cm **H:** 152cm **Boot:** 235 litre **Fuel Tank:** 43 litre, **Ground Clearance:** na **Also try:** Maruti Swift, Nissan Micra.

Era	4.41	4.33*	4.41	5.82	4 cyl 1197cc	5M	82	114	na	na	na	×	×	×	×	×	✓	✓	✓	7/10
Era D	5.36	5.27*	5.36	7.03	3 cyl 1120cc	5M	71	180	na	15.94	16.3	×	×	×	×	×	✓	✓	✓	7/10
Magna	4.61	4.53*	4.61	6.05	4 cyl 1197cc	5M	82	114	na	na	na	×	×	×	×	×	✓	✓	✓	7/10
Magna D	5.56	5.46*	5.56	7.26	3 cyl 1120cc	5M	71	180	na	na	na	×	×	×	×	×	✓	✓	✓	7/10
Sportz	5.01	4.92*	5.01	6.51	4 cyl 1197cc	5M	82	114	na	na	na	×	×	✓	✓	✓	✓	✓	✓	7/10
Sportz D	5.96	5.86*	5.96	7.74	3 cyl 1120cc	5M	71	180	na	na	na	×	×	✓	✓	✓	✓	✓	✓	7/10
Asta (O)	5.61	5.51*	5.61	7.21	4 cyl 1197cc	5M	82	114	na	na	na	○	○	○	○	○	✓	✓	✓	7/10
Asta D	6.56	6.45*	6.56	8.06	3 cyl 1120cc	5M	71	180	na	na	na	○	○	○	○	○	✓	✓	✓	7/10


i10: Another excellent compact hatch from Hyundai. Massively practical, very sophisticated for such a small car.

TG Choice: The Magna 1.2 has the best combination of equipment and price

Era	4.19	4.49	4.20	5.14	4 cyl 1086cc	5M	66	99	140	15.5	14	×	×	×	×	×	✓	✓	✓	6/10
Magna	4.35	4.65	4.35	5.41	4 cyl 1086cc	5M	66	99	140	15.5	14	×	×	×	×	×	✓	✓	✓	6/10
Sportz	5.15	5.15	5.15	5.76	4 cyl 1086cc	5M	66	99	na	na	na	×	✓	✓	✓	✓	✓	✓	✓	6/10


Santa Fe: Hyundai takes the fight to Honda CR-V's door step. Also comes with diesel engine. **Build: Assembled**
TG Choice: Go the whole hog and get the 4x4 and it's not that expensive either

L: 469cm W: 188cm H: 169cm Boot: 969 litre Fuel Tank: 64 litre Ground Clearance: 18.5cm Also try: Honda CR-V, Renault Koleos	2WD MT	25.51	25.08*	25.51	33.33	4 cyl 2199cc	6M	194	421	na	na	na	✓	✓	✓	✓	✓	✓	✓	7/10
	2WD AT	26.34	25.89*	26.34	34.81	4 cyl 2199cc	6A	194	436	na	na	na	✓	✓	✓	✓	✓	✓	✓	7/10
	4WD AT	28.37	27.89*	28.38	37.36	4 cyl 2199cc	6A	194	436	na	na	na	✓	✓	✓	✓	✓	✓	✓	7/10



*Indicates Ex-showroom prices for Mumbai and Delhi Yes No Optional Gadgets & Safety Guide

TOPGEAR NEW CAR GUIDE

Hyundai continued

Price				Numbers								Features								TG RATING	
Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING

4S Verna: Hyundai's champion mid-size warrior. Now with the power of four Ses

TG Choice: The Diesel manual gives the best combination of power and economy. The Auto's nice in the city, though

L: 437cm W: 170cm H: 145.7cm Boot: 465 litre Fuel Tank: 43 litre, **Ground Clearance:** na Also try: Ford Fiesta, Honda City, VW Vento, Fiat Linea, Maruti SX4.



1.4 VTVT	7.36	7.99	7.36	9.43	4cyl 1396cc	5M	105	135	na	na	na	×	×	✓	×	✓	✓	✓	✓	7/10
1.6 VTVT	8.30	8.85	8.30	10.77	4cyl 1591cc	5M	121	155	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	7/10
1.6 SX VTVT	9.50	10.33	9.50	12.60	4cyl 1591cc	5M	121	155	na	11.4	na	✓	✓	✓	✓	✓	✓	✓	✓	7/10
1.6 S (O) VTVT AT	10.02	11.09	10.02	12.36	4cyl 1591cc	4A	121	155	na	11.4	na	✓	✓	✓	✓	✓	✓	✓	✓	7/10
1.4 CRDi	8.62	9.55	9.40	11.04	4cyl 1396cc	6M	89	220	na	na	na	×	×	✓	✓	✓	✓	✓	✓	7/10
1.6 CRDi	8.29	10.65	9.66	12.63	4cyl 1582cc	6M	126	260	na	11.07	na	✓	✓	✓	✓	✓	✓	✓	✓	7/10
1.6 SX CRDi	10.87	11.21	10.87	14.39	4cyl 1582cc	6M	126	260	na	11.07	na	✓	✓	✓	✓	✓	✓	✓	✓	7/10
1.6 SX (O) CRDi AT	11.61	13.15	11.61	15.27	4cyl 1582cc	4A	126	260	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	7/10

Xcent: Hyundai has a go at the under-four metre sedan segment with the weirdly-named Xcent.

TG Choice: 1.2 SX (O) boasts of a smooth engine, a good gearbox, and it has all the features that you'd ever need.

L: 399.5cm W: 166cm H: 152cm Boot: 470 litre Fuel Tank: na litre, **Ground Clearance:** na Also try: Maruti DZire, Honda Amaze



1.2 Kappa Base	4.69	4.69*	4.75	6.28	4cyl 1197cc	5M	82	114	na	na	na	×	×	×	×	×	✓	✓	✓	7/10
1.2 Kappa S	5.36	5.35*	5.42	7.08	4cyl 1197cc	5M	82	114	na	na	na	×	✓	✓	✓	✓	✓	✓	✓	7/10
1.2 Kappa SX (O)	6.54	6.47*	6.59	8.50	4cyl 1197cc	5M	82	114	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	7/10
1.2 Kappa SX (O) AT	7.27	7.22*	7.32	9.34	4cyl 1197cc	4A	82	114	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	7/10
1.1 CRDi Base	5.64	5.60*	5.70	7.51	3cyl 1197cc	5M	71	180	na	na	na	×	×	×	×	×	✓	✓	✓	7/10
1.1 CRDi S	6.32	6.26*	6.37	8.34	3cyl 1197cc	5M	71	180	na	na	na	×	✓	✓	✓	✓	✓	✓	✓	7/10
1.1 CRDi SX (O)	7.49	7.41*	7.55	9.78	3cyl 1197cc	5M	71	180	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	7/10

ISUZU Dealers 2 Warranty na Website na



Company description: Known for their low-cost, reliable diesel engines. Full local manufacture begins in 2015.

TG Awards: -

MU-7: Think Fortuner, but not from Toyota. Lots of space and brute force.

TG Choice: They are importing it. So, there is only one option.

L: 495.5cm W: 180.0cm H: 180.5cm Boot: na litre, Fuel Tank: 76 litre, **Ground Clearance:** 21cm Also try: Toyota Fortuner



MU-7 High	22.31	21.95*	22.25	27.05	4cyl 2999cc	5M	161	360	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	6/10
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JAGUAR Dealers 5 Warranty na Website www.Jaguar.in



Company description: Turning out brilliant driver's cars. The XF is lovely, and the new engines are as good as anything out there.

TG Awards: Entertainer of the year 2015: F-Type R Coupe

'It's the car that has brought Jaguar back'

XJ: British engineering at its finest, good option for buyers looking for a big non-German luxury sedan.

TG Choice: The 3.0L Diesel as this car is more about luxury than sheer power.

L: 525cm W: 210cm H: 145.7cm Boot: 520 litre, Fuel Tank: 82 litre, **Ground Clearance:** NA Also try: BMW 7-Series, Audi A8, Mercedes-Benz S-Class.



3.0L Diesel Premium	96.49	94.8*	94.15	94.26*	6cyl 2993cc	8A	271	600	230	6.6	na	✓	✓	✓	✓	✓	✓	✓	✓	8/10
2.0L Petrol Portfolio	97.67	95.97	na	95.42*	4cyl 1999cc	8A	237	340	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	-
3.0L Diesel Portfolio	104	102	na	101*	6cyl 2993cc	8A	271	600	230	6.6	na	✓	✓	✓	✓	✓	✓	✓	✓	-

XF: This model has brought Jag to the same level as its German counterparts. It drives as good as it looks. **Build: Assembled**

TG Choice: The R 5.0 for those rare moments when you get to use all that power.

L: 496cm W: 187.7cm H: 146cm Boot: 500 litre Fuel Tank: 70 litre, **Ground Clearance:** NA Also try: BMW 5-Series, Audi A6, Mercedes-Benz E-Class



2.2 D Luxury	51.44	50.54	na	50.01*	4cyl 2179cc	8A	188	450	250	9.31	12	✓	✓	✓	✓	✓	✓	✓	✓	7/10
3.0L D	59.90	58.86	65.77	58.32*	6cyl 2993cc	8A	272	600	250	7.1	7.8	✓	✓	✓	✓	✓	✓	✓	✓	8/10
2.0 P	51.12	50.23	na	49.69*	4cyl 1999cc	8A	237	340	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	7/10

XK: Recently face-lifted and the new engines make things better with the R version getting staggeringly fast.

Build: Import

TG Choice: Definitely the Convertible for that perfect pleasure drive.

L: 539cm W: 212.5cm H: 131.2-132.9cm Boot: 374 litres Fuel Tank: 96 litres, **Ground Clearance:** NA Also try: Mercedes SL, Porsche 911



5.0L	94.18	100.4	95.39	150	8cyl 5000cc	6A	503	625	250	4.8	5.9	✓	✓	✓	✓	✓	✓	✓	✓	7/10
5.0L Convertible	99.9	104.6	101.2	159	8cyl 5000cc	6A	503	625	250	4.8	5.9	✓	✓	✓	✓	✓	✓	✓	✓	7/10
XKR-S	na	na	na	205	8cyl 5000cc	6A	543	680	300	4.4	5	✓	✓	✓	✓	✓	✓	✓	✓	8/10

F-Type: The F-Type continues the legacy of the E-Type, never mind the 50 year break between the two. **Build: Import**

TG Choice: Go for the V8 only for the sound. Don't forget to tick the Sport exhaust on the feature list.

L: 447cm W: 192 cm H: 130.8-132.1cm Boot: 200 litres Fuel Tank: 72 litres, **Ground Clearance:** NA Also try: Mercedes SL, Porsche 911



V8 S Convertible	182	179*	181	179*	8cyl 5000cc	8A	488	625	250	4.19	5.35	✓	✓	✓	✓	✓	✓	✓	✓	7/10
R Coupe	190	186*	na	186*	8cyl 5000cc	8A	542	680	na	4.2	4.45	✓	✓	✓	✓	✓	✓	✓	✓	7/10

TOPGEAR NEW CAR GUIDE

Buyers Guide continued

Price	Numbers				Features																TG RATING
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid



LAMBORGHINI Dealers 1 Warranty na Website www.lamborghini.com

Company description: Audi-owned Lambo is firing on all cylinders, with its strongest model range yet and enough attitude to keep devotees happy.

TG Awards: Supercar of the Year 2015: Lamborghini Huracan
'Lambo's engineers have, in every way, bettered what they are replacing'

Aventador: Stays true to its illustrious supercar heritage. Brute force meets top-notch luxury.

Build: Import



TG Choice: Depends on whether you care about your hairdo or not.

L: 434.5cm W: 190cm H: 113.6cm Boot: na Fuel Tank: 90 litres, Ground Clearance: NA Also try: Riding a bull, Ferrari 599 GTB

LP700-4	na	370*	na	485*	12cyl 6500cc	7A	691	690	350	2.9	4.3	✓	✓	✓	✓	✓	✓	✓	✓	✓	9/10
LP700-4 Roadster	na	477*	na	na	12cyl 6500cc	7A	691	690	350	3.0	4.3	✓	✓	✓	✓	✓	✓	✓	✓	✓	9/10

Huracan: The successor to the hugely-popular Gallardo, the new baby Lambo packs an incredible punch.

Build: Import



TG Choice: LP610-4 is the only one available, and we're not complaining.

L: 434.5cm W: 190cm H: 116.5cm Boot: na Fuel Tank: 90 litres, Ground Clearance: NA Also try: Audi R8, Ferrari 458 Italia

LP610-4	na	343*	na	na	10cyl 5204cc	7A	602	540	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
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LAND ROVER Dealers 4 Warranty na Website www.landrover.com

Company description: Builder of the best 4x4 by far? An old advertising slogan that's now coming true with the latest range of Landies.

TG Awards: Luxury Car of the Year 2014: Range Rover Sport
'The RR shuts out the world on the other side of the glass, no matter what terrain you're on'

Discovery 4: Thirsty but rather good-looking and fantastic all-round.

Build: Import



TG Choice: The 3.0 as there are no options available.

L: 483cm W: 200.9cm H: 183.7cm Boot: 535 litres Fuel Tank: 84 litres, Ground Clearance: 18.5cm Also try: Mercedes-Benz M-Class, Volvo XC90, BMW X5

Discovery 4 3.0 HSE	121	119*	63.14	119*	6cyl 2993cc	6A	245	600	180	8.99	6.7	✓	✓	✓	✓	✓	✓	✓	✓	✓	9/10
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Evoque: If looks could kill, the Range Rover Evoque would be a serial killer.

Build: Import



TG Choice: The Dynamic as it is a proper five-door and has a decently efficient engine.

L: 435.5cm W: 212cm H: 160.5-163.5cm Boot: na Fuel Tank: na Ground Clearance: na Also try: Mercedes-Benz M-Class, Volvo XC60, BMW X5

Pure	60.54	59.48*	45.75	48.73*	4cyl 2179cc	9A	188	420	na	9.8	10.5	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
Prestige	69	67.80*	52.95	56.21*	4cyl 2179cc	9A	188	420	na	9.8	10.5	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
Dynamic	68.69	67.49*	52.01	52.40*	4cyl 2179cc	9A	188	420	na	9.8	10.5	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
Dynamic Si4 (Coupe)	57.17	67.1	57.95	81.91	4cyl 1999cc	9A	238	340	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10

Freelander 2: Your first ascent up the true blue off-roading hill.

Build: Assembled



TG Choice: The 2.2d HSE as this might be a crossover but can still handle off-road very well.

L: 450 cm W: 219.5 cm H: 174cm Boot: 755 litres Fuel Tank: 68 litres, Ground Clearance: 21cm Also try: BMW X3, Audi Q5, Volvo XC60

2.2d SE	46.23	45.42*	na	44.87*	4cyl 2179cc	6A	150	420	179	10.69	11.5	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
2.2d HSE	51.92	51.01*	na	50.46*	4cyl 2179cc	6A	190	420	181	9.76	8.9	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10

Range Rover: Still the Rolls-Royce of the SUVs. Now, in a much lighter avatar, with a much heavier price tag.

Build: Import



TG Choice: 4.4L SDV8 Autobiography, as you get loads of torque to play with and all the gizmos under the sun.

L: 499.9cm W: 207.3cm H: 183.5cm Boot: na Fuel Tank: 105 litres, Ground Clearance: na Also try: Audi Q7, Mercedes GL Class, BMW X5, Porsche Cayenne

3.0 TDV6	184	181	na	181*	6cyl 2993cc	8A	244	600	215	7.9	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
4.4 L SDV8 Vogue LWB	260	256*	na	256*	8cyl 4367cc	8A	335	740	215	7.21	8.4	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
4.4 SDV8 Autobiography LWB	271	266*	na	266*	8cyl 4367cc	8A	335	740	215	7.21	8.4	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
5.0L V8 Supercharged	279	274*	na	274*	8cyl 4999cc	8A	503	625	230	5.4	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10

Range Rover Sport: Rangie's smaller, sportier brother – more practical and clever, but not quite as charming.

Build: Import



TG Choice: The 5.0L Supercharged to smoke the other cars between red-light drag races.

L: 479cm W: 193cm H: 178cm Boot: na Fuel Tank: 84 litres, Ground Clearance: 22.7cm Also try: Audi Q7, Mercedes-Benz GL-Class

3.0L SDV6 HSE	153	150*	na	150*	6cyl 2993cc	8A	288	600	208	8.6	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
5.0L V8 Supercharged	177	173*	na	173*	8cyl 4999cc	8A	503	680	222	7.4	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	9/10



MAHINDRA Dealers 150 Warranty 1 year, unlimited km Website www.mahindra.com

Company description: Crossed the fence from crude to refined. They do look intent on making it big on the world stage over the decade.

TG Awards: People's SUV of the Year 2015: Scorpio 'The third-generation Scorpio is a marked improvement over the car it replaces and looks set to continue Mahindra's sweet SUV run'

Bolero: Dinosaur bones, but surprisingly competent. Cheap, rugged, but cramped.



TG Choice: The SLE as economy works best on a utility vehicle.

L: 410.7cm W: 174.5cm H: 188cm Boot: na Fuel Tank: 50 litres, Ground Clearance: 18cm Also try: Tata Sumo Victa

SLE	6.99	7.06	6.88	8.62	4cyl 2523cc	5M	63	195	132	27.6	11.5	✗	✗	✗	✗	✗	✗	✗	✗	✗	5/10
SLX	7.50	7.58	7.38	9.25	4cyl 2523cc	5M	63	195	132	27.6	11.5	✗	✗	✗	✗	✗	✗	✗	✗	✗	3/10
ZLX	7.66	7.75	6.54	9.44	4cyl 2523cc	5M	63	195	132	27.6	11.5	✗	✗	✓	✗	✗	✓	✗	✗	✗	3/10

Buyers Guide continued ➤

TOPGEAR
NEW CAR GUIDE

Mahindra continued

	Price				Numbers				Features								TG RATING			
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max. speed (Kph)	0-100kph(sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps

e2o: If you're the kind who loves the Arctic icebergs and is concerned about global warming, this one is for you.**TG Choice:** The T2 as it has space-age toys to play with.

L: 328cm W: 151cm H: 156cm Boot: na Fuel Tank: na, Ground Clearance: 18cm Also try: Trikka

T01	na	6.44	4.99	5.33	3-phase DC	AT	25	53	80	na	na	×	×	✓	×	×	×	✓	×	×	5/10
T2	na	6.75	5.55	6.30	3-phase DC	AT	25	53	80	na	na	×	×	✓	×	✓	✓	✓	✓	✓	5/10

Quanto: Based on the Ingenio platform, the Quanto is the Xylo's baby-brother. Still ferries seven, albeit at a pinch.**TG Choice:** The C8 as it gets all the goodies that you'd want in your compact SUV.

L: na W: na H: na Boot: na Fuel Tank: 55 litres, Ground Clearance: 18cm Also try: Premier Rio

C2	6.42	5.99*	6.38	7.90	3cyl 1493cc	5M	100	240	145	15.36	13.7	×	×	✓	×	✓	✓	✓	✓	✓	6/10
C4	6.95	6.53*	6.92	8.55	3cyl 1493cc	5M	100	240	145	15.36	13.7	×	×	✓	×	✓	✓	✓	✓	✓	6/10
C6	7.40	7.05*	7.37	9.10	3cyl 1493cc	5M	100	240	145	15.36	13.7	×	✓	✓	✓	✓	✓	✓	✓	✓	6/10
C8	7.90	7.57*	7.87	9.70	3cyl 1493cc	5M	100	240	145	15.36	13.7	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10

Scorpio: Ever-improving SUV offers great value, excellent practicality for India and now-decent road manners. Top car.**TG Choice:** The S8 as it provides good value-for-money.

L: 443cm W: 181.7cm H: 197.5cm Boot: na Fuel Tank: 60 litres, Ground Clearance: 18cm Also try: Tata Sumo Grande, Tata Safari Storme

S2	8.43	8.40*	8.30	10.10	4cyl 2523cc	5M	75	200	na	na	na	×	×	✓	×	✓	✓	✓	✓	✓	-
S4	9.07	8.99*	8.95	10.87	4cyl 2179cc	5M	120	280	na	na	na	×	×	✓	×	✓	✓	✓	✓	✓	7/10
S6	10.15	10.15*	10.14	12.43	4cyl 2179cc	5M	120	280	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
S6+	10.43	10.43*	10.43	10.04*	4cyl 2179cc	5M	120	280	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
S8	11.40	11.32*	11.28	13.77	4cyl 2179cc	5M	120	280	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
S10	12.04	11.95*	11.92	14.53	4cyl 2179cc	5M	120	280	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10

Thar: Old-school SUV with go-anywhere attitude.**TG Choice:** No choices, but it now comes with an aircon, no hard-top though.

L: 392cm W: 171cm H: 193cm Boot: na Fuel Tank: 60 litres, Ground Clearance: 20cm Also try: Mahindra Tractor

Thar AC	7.40	6.97	7.37	9.17	4cyl 2498cc	5M	105	247	138	15.2	na	×	×	✓	×	✓	✓	✓	✓	✓	5/10
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Verito: Spacious, solid and a super ride. To top that, it comes with mouth-watering price tags.**TG Choice:** The 1.5 D2 has a good diesel engine, which is low on maintenance and easy on the pocket.

L: 424.7cm W: 174cm H: 154cm Boot: 510 litres Fuel Tank: 50 litres, Ground Clearance: 17.2cm Also try: Maruti Suzuki Swift DZire, Tata Indigo

1.5 D2	6.44	6.33	6.39	7.77	4cyl 1461cc	5M	65	160	165	17.4	18.9	×	×	✓	×	✓	✓	✓	✓	✓	6/10
1.5 D6	7.35	7.45	7.29	8.84	4cyl 1461cc	5M	65	160	165	17.4	18.9	×	✓	✓	✓	✓	✓	✓	✓	✓	6/10

Verito Vibe: A Verito minus the boot. But don't mistake it for a hatch, it's a super-compact sedan with 330litres of boot space.**TG Choice:** The 1.5 D2 has a good diesel engine and easy on the pocket.

L: 399cm W: 174cm H: 154cm Boot: 330 litres Fuel Tank: 50 litres, Ground Clearance: 17.2cm Also try: VW Polo, Maruti Swift

D2	5.73	5.69*	5.68	6.88	4cyl 1461cc	5M	64	160	na	na	na	×	×	✓	✓	✓	✓	✓	✓	✓	5/10
D4	6.00	5.95*	5.94	7.19	4cyl 1461cc	5M	64	160	na	na	na	×	×	✓	✓	✓	✓	✓	✓	✓	5/10
D6	6.60	6.55*	6.54	7.95	4cyl 1461cc	5M	64	160	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	5/10

XUV 500: Its heart is in the right place, but the dynamic chinks need ironing out.**TG Choice:** W8 AWD as it comes with feature list that runs in to multiple pages and it manages to do that at a mind-blowing price tag.

L: 450cm W: 185cm H: 178.5cm Boot: na Fuel Tank: 55 litres, Ground Clearance: 18.6cm Also try: Tata Aria, Tata Safari Storme

W4	11.34	11.20*	11.34	11.12*	4cyl 2179cc	6M	140	330	190	12.3	11	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
W6	12.54	12.47*	12.55	12.30*	4cyl 2179cc	6M	140	330	190	12.3	11	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
W8	14.27	14.17*	14.27	14*	4cyl 2179cc	6M	140	330	190	12.3	11	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
W8 AWD	15.14	14.99*	15.14	14.84*	4cyl 2179cc	6M	140	330	180	13.1	10.8	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
W10	15.10	14.99*	15.10	14.82*	4cyl 2179cc	6M	140	330	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
W10 AWD	16.15	15.99*	16.15	15.84*	4cyl 2179cc	6M	140	330	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10

Xylo: Innova-slayer with the sedan market in sight. Big, spacious and value-for-money.**TG Choice:** D2 as it will be more of a people mover than your personal set of wheels.

L: 450cm W: 185cm H: na Boot: na Fuel Tank: 55 litres, Ground Clearance: 18.6cm Also try: Toyota Innova, Tata Sumo Victa

D2	7.81	8.43	7.77	9.51	4cyl 2489cc	5M	95	220	155	na	na	×	×	✓	✓	✓	✓	✓	✓	✓	6/10
D4	8.24	9.11	8.19	10	4cyl 2489cc	5M	95	220	155	na	na	×	×	✓	✓	✓	✓	✓	✓	✓	6/10
H4	8.38	9.74	8.43	10.55	4cyl 2179cc	5M	122	280	155	15.2	na	×	×	✓	✓	✓	✓	✓	✓	✓	6/10
H8	9.49	10.21	9.56	12.14	4cyl 2179cc	5M	122	280	155	15.2	na	×	✓	✓	✓	✓	✓	✓	✓	✓	6/10
H9	10.86	12.06	10.82	13.62	4cyl 2179cc	5M	122	280	155	15.2	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10

Alto 800: Maruti's idea of cheap transportation. Gets the tried-and-tested engine and Alto's platform**TG Choice:** The LXi as power steering and air-con is a must in the city.

L: 339.5cm W: 147.5cm H: 147.5cm Boot: 117 litre Fuel Tank: 35 litres, Ground Clearance: 16cm Also try: Tata Nano, Chevrolet Spark, Hyundai Eon

Std	2.62	2.49	2.65	2.70	3cyl 796cc	5M	47	69	na	18	16	×	×	✓	✓	✓	✓	✓	✓	✓	5/10
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TOPGEAR
NEW CAR GUIDE

Maruti Suzuki continued

	Price				Numbers				Features													
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG RATING
LX	2.99	2.86	3.02	3.08	3cyl 796cc	5M	47	69	na	18	16	×	×	×	×	×	×	✓	×	×	5/10	
LXi	3.21	3.08	3.25	3.31	3cyl 796cc	5M	47	69	na	18	16	×	×	×	×	✓	✓	✓	×	×	5/10	

Alto K10: New engine and transmission mean you can say 'Alto' and 'performance' in the same sentence.**TG Choice:** The **VXi** gives good bang for your buck.

L: 354.5cm W: 151.5cm H: 147.5cm Boot: na Fuel Tank: 35 litres, Ground Clearance: 16cm Also try: Hyundai Eon

LXi	3.47	3.33	3.51	3.57	3cyl 998cc	5M	67	90	na	na	na	×	×	×	×	×	×	×	×	7/10
VXi	3.64	3.50	3.68	3.74	3cyl 998cc	5M	67	90	na	na	na	×	×	×	✓	✓	✓	✓	✓	7/10
VXi AGS	4.14	3.99	4.18	4.26	3cyl 998cc	5A	67	90	na	na	na	×	×	×	✓	✓	✓	✓	✓	7/10

Ciaz: Maruti's answer to the Citys and the Vernas of the world. Available in petrol and diesel, manual and automatic guises.**TG Choice:** The **VDi +** is a very well-equipped variant, at a very reasonable price.

L: 449cm W: 173cm H: 148.5cm Boot: 510 litre Fuel Tank: 43 litres, Ground Clearance: 17cm Also try: Hyundai Verna, Honda City, Volkswagen Vento

VXi	7.58	7.17	7.54	7.65	4cyl 1373cc	5M	91	130	na	na	na	×	×	✓	×	✓	✓	✓	✓	✓	7/10
ZXi	8.88	8.45	8.84	8.95	4cyl 1373cc	5M	91	130	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
ZXi AT	9.98	9.58	9.99	10.14	4cyl 1373cc	4A	91	130	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
VDi	8.68	8.25	8.64	8.78	4cyl 1248cc	5M	89	200	na	na	na	×	×	✓	✓	✓	✓	✓	✓	✓	7/10
VDi +	9.29	8.85	9.25	9.41	4cyl 1248cc	5M	89	200	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
ZDi (O)	10.51	10.05	10.47	10.63	4cyl 1248cc	5M	89	200	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10

Celerio: Another no-frills commuter from Maruti. But there's a pleasant surprise this time – an automated manual gearbox.**TG Choice:** The **VXi AGS** will, in most cases, be your first time with an auto. And you won't regret it.

L: 360cm W: 160cm H: 156cm Boot: 235 litre Fuel Tank: 35 litres, Ground Clearance: 16.5cm Also try: Hyundai Eon, Maruti Alto 800, Datsun Go

LXI	4.01	3.90	4.03	4.10	3cyl 998cc	5M	67	90	na	na	na	×	×	×	×	×	×	×	×	7/10	
LXI AGS	4.52	4.40	4.53	4.63	3cyl 998cc	5A	67	90	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
VXI	4.27	4.20	4.32	4.42	3cyl 998cc	5M	67	90	na	na	na	×	×	×	×	✓	✓	✓	✓	✓	7/10
VXI AGS	4.78	4.70	4.83	4.94	3cyl 998cc	5A	67	90	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
ZXi	4.58	4.50	4.63	4.73	3cyl 998cc	5M	67	90	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
ZXi (O)	5.05	4.96	5.10	5.21	3cyl 998cc	5A	67	90	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10

Eeco: Don't let the marketing gimmick fool you. The Eeco is a stripped-down Versa at a rock-bottom price.**TG Choice:** 5STR AC, you deserve to be treated like royalty.

L: 367.5cm W: 174cm H: 180cm Boot: 147.5 litres Fuel Tank: 40 litres, Ground Clearance: 16cm Also try: Watching the IPL instead on a dull evening

5 STR AC	3.73	3.12	3.69	3.67	4cyl 1196cc	5M	73	101	na	na	na	×	×	×	×	×	✓	✓	✓	✓	3/10
7 STR	3.59	na	3.56	3.54	4cyl 1196cc	5M	73	101	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	3/10

Ertiga: Maruti jumps on the people-mover bandwagon with the Ertiga. Drives like a car, seats seven and it's compact.**TG Choice:** The **ZXi**, as it's actually fun to drive, perfect for those spirited white-van drivers.

L: 426.5cm W: 169.5cm H: 168.5cm Boot: na Fuel Tank: 45 litres, Ground Clearance: 18.5cm Also try: Mahindra Xylo, Toyota Innova

LXi	6.45	5.99	6.42	6.45	4cyl 1373cc	5M	94	130	na	na	na	×	×	✓	✓	✓	✓	✓	✓	✓	7/10
VXi	7.17	6.79	7.13	7.19	4cyl 1373cc	5M	94	130	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
ZXi	7.99	7.59	7.95	8.00	4cyl 1373cc	5M	94	130	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
LDi	7.85	7.41	7.82	7.90	4cyl 1248cc	5M	88	200	165	12.7	13.5	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
VDi	8.51	8.06	8.47	8.57	4cyl 1248cc	5M	88	200	165	12.7	13.5	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
ZDi	9.18	8.72	9.14	9.23	4cyl 1248cc	5M	88	200	165	12.7	13.5	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10

Ritz: If there's ever a fill-it-shut-it-forget-it car, this is it.**TG Choice:** The **VDi**. As there is no ZDi variant for the Ritz.

L: 371.5cm W: 168cm H: 162cm Boot: 178 litre Fuel Tank: 43 litres, Ground Clearance: 17cm Also try: Ford Figo, Chevrolet Beat

LXI	4.57	4.38	4.58	4.67	4cyl 1198cc	5M	85	113	na	13.8	na	×	×	✓	✓	✓	✓	✓	✓	✓	5/10
VXi	4.93	4.78	4.95	5.04	4cyl 1198cc	5M	85	113	na	13.8	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	5/10
ZXi	5.56	5.38	5.60	5.70	4cyl 1198cc	5M	85	113	na	13.8	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	5/10
LDi	5.65	5.46	5.65	5.73	4cyl 1248cc	5M	74	190	na	14.6	16	✓	✓	✓	✓	✓	✓	✓	✓	✓	5/10
VDi	5.99	5.79	5.83	6.07	4cyl 1248cc	5M	74	190	na	14.6	16	✓	✓	✓	✓	✓	✓	✓	✓	✓	5/10

Swift: The most popular Maruti ever. Looks fab, drives well, has two great engines and lots of equipment.**TG Choice:** ZXi as it offers all the safety features not found in the diesel variant.

L: 385cm W: 169.5cm H: 153cm Boot: 204 litre Fuel Tank: 42 litres, Ground Clearance: 17cm Also try: Chevrolet Sail U-VA, Hyundai i20

LXi	4.72	4.58	4.73	4.82	4cyl 1197cc	5M	83	115	160	na	na	×	×	✓	✓	✓	✓	✓	✓	✓	6/10
VXi	5.41	5.31	5.42	5.52	4cyl 1197cc	5M	83	115	160	na	na	✓	✓	✓	✓	✓	✓	✓	✓	6/10	
ZXi	6.34	6.16	6.35	6.48	4cyl 1197cc	5M	83	115	160	na	na	✓	✓	✓	✓	✓	✓	✓	✓	6/10	
LDi	5.96	5.76	5.91	6.07	4cyl 1248cc	5M	74	190	160	na	na	✓	✓	✓	✓	✓	✓	✓	✓	5/10	
VDi	6.57	6.22	6.55	6.69	4cyl 1248cc	5M	74	190	160	na	na	✓	✓	✓	✓	✓	✓	✓	✓	5/10	
ZDi	7.40	7.20	7.41	7.54	4cyl 1248cc	5M	74	190	160	na	na	✓	✓	✓	✓	✓	✓	✓	✓	5/10	

Swift DZire: Recently refreshed, looks better but reduces some of its boot space.**TG Choice:** ZDi as it has a frugal yet powerful powerplant and comes with a set of safety features.

L: 399.5cm W: 169.5cm H: 155.5cm Boot: 316 litre Fuel Tank: 42 litres, Ground Clearance: 17cm Also try: Mahindra Verito, Tata Indigo, Nissan Sunny

LXi	5.12	5.08	5.16	5.36	4cyl 1197cc	5M	86	114	160	na	na	×	×	✓	✓	✓	✓	✓	✓	✓	5/10

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TOPGEAR NEW CAR GUIDE

Mercedes-Benz continued

	Price	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Numbers	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Features	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid	TG Rating
200 CDI Style	40.44	38.14	42.34	42.65	4cyl 2143cc	7A	134	300	na	na	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	-	
200 CDI Sport	45.52	42.92	47.62	45.27	4cyl 2143cc	7A	134	300	na	na	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	-	
GLA 45 AMG	90.29	81.55	94.95	92.59	4cyl 1991cc	7A	355	450	na	na	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10	

M-Class: Second-gen M is vastly better, great quality, good on-road.

Build: Import



TG Choice: The 250 CDI for locally assembled and a more value for money proposition.

L: 480.4cm W: 192.6cm H: 179.6cm Boot: 690 litres Fuel Tank: 70 litres, Ground Clearance: NA Also try: Audi Q7, BMW X5, Volvo XC90

ML 350 CDI	83.47	78.74	87.51	82.58	6cyl 2987cc	7A	254	620	225	na	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
ML 250 CDI	69.65	65.74	73.14	68.98	4cyl 2143cc	7A	204	500	na	na	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
ML63 AMG	183	169	197	192	8cyl 5461cc	7A	550	760	250	na	5.8	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10

S-Class: Not just the best car in the world. It redefines what a car will be expected to do in the future.

Build: Assembled



TG Choice: The S500 L, as it allows you a broader scope for customisation.

L: 524.6cm W: 189.9cm H: 149.4cm Boot: 530 litres Fuel Tank: 80 litres, Ground Clearance: NA Also try: Audi A8, BMW 7-Series, Jaguar XJ

S 350 CDI	139	131	145	137	6cyl 2987cc	7A	255	620	250	na	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	9/10
S 500 L	176	163	185	171	8cyl 4663cc	7A	453	700	250	na	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	9/10
S 600 Guard	na	890*	na	na	12cyl 5531cc	7A	522	830	210	na	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10

SLK: The new SLK is now a proper baby SL. We like!

Build: Import



TG Choice: Still waiting for the SLK 200 CDI which makes 400Nm of torque.

L: 413.4cm W: 200cm H: 130.1cm Boot: 335 litre Fuel Tank: 60 litres, Ground Clearance: NA Also try: BMW 6-Series

SLK 350	94.18	82.60	97.37	94.28	6cyl 3498cc	7A	306	370	250	6.6	7.5	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10
SLK55 AMG	154	142	160	161	8cyl 5461cc	7A	420	540	250	5.6	5	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10

G-Wagon: The G-Wagon is still going strong. The AMG V8 gives it hot-rod performance.

Build: Import



TG Choice: The G63 AMG

L: 410cm W: 201cm H: 193.8cm Boot: 300 litres Fuel Tank: 70 litres, Ground Clearance: NA Also try: Army tank.

G63 AMG	242	215	231	244	8cyl 5461cc	7A	536	760	210	5.4	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
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MINI Dealers 2 Warranty na Website www.mini.in

Company description: Mini has managed what other carmakers struggle to do
-- make a small, fun car, and charge a premium

TG Awards: Car of the Year 2012: Mini Cooper S

'If you keep the body type out of the equation, the Mini is more fun than anything with two seats'

Mini: The basics are wrong: transverse engine, FWD, but tell that to yourself when you are smiling end to end

Build: Import



TG Choice: The Cooper D 3-door is the one to go for if you want to have real fun.

L: 398.2cm W: 193.8cm H: 142.5cm Boot: 278 litres Fuel Tank: 44 litres, Ground Clearance: NA Also try: Fiat 500 Abarth

Cooper D 3-door	31.85	31.85*	31.85	31.85*	3cyl 1496cc	6A	114	270	na	na	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	-
Cooper D 5-door	35.20	35.20*	35.20	35.20*	3cyl 1496cc	6A	114	270	na	na	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	-
Cooper S	na	34.65*	na	na	4cyl 1998cc	6A	189	280	na	na	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	-

Countryman: When four-door practicality meets the Mini badge, what you have is the Countryman

Build: Assembled



TG Choice: The Cooper D is perfect and the Mini-est of the Countrymans.

L: 410cm W: 178cm H: 156.1cm Boot: 350 litres Fuel Tank: 47 litres, Ground Clearance: NA Also try: Mercedes-Benz C-Class

Countryman S	NA	NA	NA	31.99*	4cyl 1598cc	6A	184	260	210	8.2	8	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
ONE	23.50	23.50*	23.50	32.66	4cyl 1598cc	6A	96	153	na	na	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
Cooper D	25.60	25.60*	25.60	35.68	4cyl 1598cc	6A	112	270	na	na	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	9/10
Cooper D High	28.90	28.90*	28.90	28.90*	4cyl 1598cc	6A	112	270	na	na	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10



MITSUBISHI Dealers 42 Warranty na Website www.mitsubishi-motors.co.in

Company description: Japanese industrial giant that now sells a single SUV in our market - the Pajero Sport.

TG Awards: SUV of the Year 2012: Pajero Sport

The Pajero Sport's simplicity translates into reliability and when the road disappears, reliability can be the difference between life and death'



Pajero Sport: This is for those forever looking for shortcuts through the bushes. Fantastic off-road, adequate on it.



TG Choice: The 4x4 MT comes with all the goodies that you'll ever want.

L: 469.5cm W: 181.5cm H: 184cm Boot: NA Fuel Tank: 70 litres, Ground Clearance: 21.5cm Also try: Toyota Fortuner, Nissan X-Trail, Renault Koleos

4x4 MT	23.07	23.80*	23.41	28.27	4cyl 2477cc	5M	178	400	na	na	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
4x2 AT	na	23.55*	na	na	4cyl 2477cc	5A	176	350	na	na	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	na



Nissan Dealers 65 Warranty 2 years/ 50,000km Website www.nissan.in

Company description: A big Japanese car maker with a factory in England. Its portfolio becomes more respectable as each new model appears.

TG Awards: Interior of the year 2009: Teana

'Step inside the Teana and you'll be reminded of plush lobbies and expensive suites'



Ertiga: A spacious MPV with decent on-road dynamics. But its looks are a challenge, and there's already the Ertiga.



TG Choice: XV as it comes fully loaded. ABS, airbags and alloys come standard. No climate control though.

L: 440cm W: 170cm H: 186cm Boot: Na Fuel Tank: 55 litres, Ground Clearance: 18cm Also try: Toyota Innova, Mahindra Xylo, Maruti Ertiga

XE	8.50	8.49*	8.64	11.25	4cyl 1461cc	5M	85	200	160	15.5	11.9	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	5/10
XE+	8.93	8.92*	9.08	12.02	4cyl 1461cc	5M	85	200	160	15.5	11.9	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	5/10
XL	9.73	9.49*	9.90	13.03	4cyl 1461cc	5M	85	200	160	15.5	12.20	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	5/10

Buyers Guide continued

TOPGEAR NEW CAR GUIDE

Nissan continued

	Price				Numbers								Features										TG RATING
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max. speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid		
XV	10.38	9.99*	10.56	13.88	4cyl 1461cc	5M	85	200	160	15.5	12.81	✓	✓	✓	✗	✓	✗	✓	✓	✓	✓	5/10	

Micra: Nissan's budget small car armed with features you won't see even in cars twice its price. Peppy and fun to drive too.



TG Choice: The XL is perfect, avoid the temptation of buying the diesel

L:378cm W: 166cm H: 153cm Boot: 251 litres Fuel Tank: 41 litres, Ground Clearance: 15cm Also try: Maruti Swift, Maruti Ritz, Chevrolet Beat

XE Active	4.29	4.70	4.37	4.38	3cyl 1198cc	5M	74	104	na	na	13.3	✓	✗	✗	✗	✗	✗	✓	✗	✗	✗	5/10
XE Diesel	5.44	5.57*	5.55	7.14	4cyl 1461cc	5M	63	160	na	na	na	✓	✗	✗	✗	✗	✗	✓	✗	✗	✗	5/10
XE Plus	4.57	5.00	4.66	5.61	3cyl 1198cc	5M	74	104	na	na	13.3	✓	✗	✗	✗	✗	✗	✓	✓	✗	✗	5/10
XL	5.43	5.42	5.54	6.34	3cyl 1198cc	5M	74	104	na	na	13.3	✓	✗	✓	✓	✓	✓	✓	✓	✓	✓	5/10
XV Active	6.41	6.15	6.53	5.79	3cyl 1198cc	5M	74	104	na	na	13.3	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	5/10
Diesel XV	6.80	6.67	6.92	8.76	4cyl 1461cc	5M	63	160	na	11.5	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	5/10
Diesel XV - Premium	7.03	7.41	7.16	9.20	4cyl 1461cc	5M	63	160	na	11.5	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	5/10
XV S Active	4.79	4.71	4.79	6.16	3cyl 1198cc	5M	63	104	na	na	13.3	✓	✗	✗	✗	✗	✗	✓	✓	✗	✗	5/10

Sunny: Lots of passenger space, safety features like driver airbag and ABS, even on the base variant



TG Choice: XL Diesel is a head-over-heart decision as it comes with safety features, and you save a fair bit over the XV variant.

L:442.5cm W: 169.5cm H: 151.5cm Boot: 490 litres Fuel Tank: 41 litres, Ground Clearance: NA Also try: Maruti Dzire, Toyota Etios

XE	na	6.99*	na	9.00	4cyl 1498cc	5M	98	134	185	11.9	11	✓	✓	✗	✗	✗	✗	✓	✓	✗	✗	6/10
XL	na	7.61*	na	9.91	4cyl 1498cc	5M	98	134	185	11.9	11	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10
XL CVT	na	8.91*	na	11.62	4cyl 1498cc	CVT	100	134	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	5/10
XE Diesel	na	7.99*	na	10.59	4cyl 1461cc	5M	85	200	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10
XL Diesel	na	8.60*	na	11.36	4cyl 1461cc	5M	85	200	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10
XV Diesel	na	9.33*	na	12.37	4cyl 1461cc	5M	85	200	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10
XV Diesel Safety	na	9.60*	na	12.72	4cyl 1461cc	5M	85	200	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	6/10

Terrano: The Duster gets new clothes and lots of chrome. Looks a tad more premium than its French cousin

Build: Assembled



TG Choice: XV for all the thrills, frills and comforts.

L:433.1cm W: 182.2cm H: 167.1cm Boot: 475 litres Fuel Tank: 50 litres, Ground Clearance: 20.5cm Also try: Renault Duster, Ford Ecosport

1.5D XE	9.46	10.87	9.64	12.69	4cyl 1461cc	5M	85	200	na	na	na	✓	✗	✓	✗	✗	✗	✓	✗	✗	✗	7/10
1.5D XL	10.48	12.46	10.68	13.95	4cyl 1461cc	5M	85	200	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
1.5D XL 110PS	11.07	13.23	11.28	14.53	4cyl 1461cc	6M	108	248	216	11.96	13.5	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
1.5D XL Plus	10.83	12.78	11.04	14.35	4cyl 1461cc	5M	85	200	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
1.5D XV 110PS	11.99	14.19	12.21	15.70	4cyl 1461cc	6M	108	248	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
1.5D XV Premium 110PS	12.28	14.53	12.52	16.07	4cyl 1461cc	6M	108	248	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
1.6P XL	9.51	10.95	9.69	12.50	4cyl 1598cc	5M	104	145	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10

PORSCHE Dealers 7 Warranty 2yrs/unlimited kms Website www.porscheindia.com



Company description: A big name in sports car manufacture and motorsport and deservedly so. It produces cars of immense capability and quality.

TG Awards: Car of the year 2015: Macan 'The Macan's prowess as a driver's car is phenomenally real, despite the traits it inherits because of the segment in which it is designed to operate.'

911: Iconic. Instantly recognisable, fantastic to drive, near-perfect.

Build: Import



TG Choice: Straight Turbo.

L:443cm W: na H: 130.3cm Boot: na Fuel Tank: 64 litres, Ground Clearance: NA Also try: Nothing gets close

Turbo	219	214*	217	210*	6cyl 3800cc	7A	513	660	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	-
Turbo Cabriolet	na	228*	232	223*	6cyl 3800cc	7A	513	660	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	-
GT3	213	201*	204	197*	6cyl 3799cc	7A	469	440	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	-
Carrera	213	138*	140	135*	6cyl 3436cc	7A	345	390	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	-
Targa 4S	213	178*	181	175*	6cyl 3800cc	7A	394	440	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	-

Boxster: Step 1 into Porsche-land is still a divine experience.

Build: Import



TG Choice: S feels so inherently right. Just get the sports exhaust.

L:432.9cm W: na H: 128.2cm Boot: 150 litres Fuel Tank: 64 litres, Ground Clearance: NA Also try: Mercedes-Benz SLK350

Boxster S	na	102*	103	100*	6cyl 3436cc	7A	315	360	277	5.4	8.6	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10
Boxster GTS	na	115*	117	113*	6cyl 3436cc	7A	335	380	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	7/10

Cayenne: Big bad mutha. Perfect if you want a Porsche, but are scared of our roads.

Build: Import



TG Choice: Go Turbo. The environment is doomed anyway.

L:479.8cm W: na H: 170.5cm Boot: na Fuel Tank: 100 litres, Ground Clearance: NA Also try: Audi Q7, BMW X5, Mercedes-Benz M-Class

Cayenne S Diesel	na	121*	123	119*	8cyl 4134cc	8A	380	850	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
Cayenne S	na	118*	120	116*	6cyl 3604cc	8A	414	550	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
Cayenne Turbo	na	178*	181	174*	8cyl 4806cc	8A	512	750	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10
Cayenne Diesel	na	104*	105	102*	6cyl 2967cc	8A	241	550	214	7.07	9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	8/10

Cayman: Baby 911 is a great sports car. Supernatural handling.

Build: Import



TG Choice: The S for everyday driving.

L:444cm W: na H: 129.4cm Boot: 150 litres Fuel Tank: 64 litres, Ground Clearance: NA Also try: Dreaming about the Cayman GT4

Cayman S	na	104*	106	102*	6cyl 3436cc	7A	321</

TOPGEAR NEW CAR GUIDE

Porsche continued

	Price				Numbers						Features										TG RATING
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid

Macan: Want a sportscar that's actually an SUV? This is as close as it gets.

Build: Import



TG Choice: The Turbo is the variant you want.

L:468cm W: 192cm H: 162.4cm Boot: 500 litres Fuel Tank: 60 litres, Ground Clearance: NA Also try: Range Rover Evoque

S Diesel	na	100*	101	98.18*	6 cyl 2967cc	7A	241	580	na	6.4	10.2	✓	✓	✓	✓	✓	✓	✓	✓	9/10
Turbo	na	111*	112	108*	6 cyl 3604cc	7A	394	550	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	9/10

Panamera: A 911 for the family man, with two extra doors and a rear seat.

Build: Import



TG Choice: The base S is actually quite good. Turbo is very fast.

L:497cm W: na H: 141.8cm Boot: 820 litres Fuel Tank: 60 litres, Ground Clearance: NA Also try: BMW M5, Mercedes E63 AMG

Panamera	119	119*	119	119*	6 cyl 3605cc	7A	305	400	285	5.6	5.6	✓	✓	✓	✓	✓	✓	✓	✓	-
Panamera 4	122	122	122	122	6 cyl 3605cc	7A	305	400	285	5.6	5.6	✓	✓	✓	✓	✓	✓	✓	✓	-
Panamera D	149.8	149.8*	149.8	149.8*	6 cyl 2967cc	8A	296	650	282	6.75	9.3	✓	✓	✓	✓	✓	✓	✓	✓	8/10
Panamera Turbo	200	200*	200	200*	8 cyl 4806cc	7A	512	700	303	4.2	5.5	✓	✓	✓	✓	✓	✓	✓	✓	9/10
Panamera GTS	161	161*	161	161*	8 cyl 4806cc	7A	434	520	303	4.2	5.5	✓	✓	✓	✓	✓	✓	✓	✓	-
Panamera Turbo S	na	na	na	na	8 cyl 4806cc	7A	562	750	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	-

PREMIER Dealers 55 Warranty 3years/50,000kms Website www.premierrio.com



Company description: Gone are the glory days, market share that the company enjoyed. Now a company selling niche products.

TG Awards: -

Rio: If you are adamant on being different, this is your ride.



TG Choice: Gx as it is the cheapest.

L: 397cm W: 157cm H: 173cm Boot: 454 litres Fuel Tank: 46 litres, Ground Clearance: 20 cm Also try: Maruti DZire ZXi, Hyundai i20 Asta 1.2, visiting a psychiatrist

DX Multijet	6.96	7.88	7.12	7.62	4 cyl 1248cc	5M	72	183	na	15.03	14	✗	✗	✗	✗	✗	✗	✗	✗	4/10
LX Multijet	7.24	8.20	7.41	7.93	4 cyl 1248cc	5M	72	183	na	15.03	14	✓	✓	✓	✓	✓	✓	✓	✓	4/10

RENAULT Dealers 80 Warranty na Website www.renault.co.in



Company description: Renault's journey in India is going rather nicely, thanks in no small measure to the Duster.

TG Awards: Variant of the Year 2015: Duster AWD

'The Duster can do serious off-roading, and is a massive improvement overall'

Duster: Finally a cheap SUV that won't go belly-up around a corner.



TG Choice: The 110bhp RxZ. Gives you everything you need.

L: 431.5cm W: 182.2cm H: 169.5cm Boot: 475 litres Fuel Tank: 50 litres Ground Clearance: 20.5cm Also try: Mahindra XUV, Mahindra Scorpio

RXE	7.82	9.75	7.79	9.40	4 cyl 1598cc	5M	103	148	na	na	na	✗	✗	✗	✗	✗	✗	✗	✗	7/10
RXL	9.10	10.84	9.06	10.49	4 cyl 1598cc	5M	103	148	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	7/10
RXE D 85	8.68	9.75	8.64	10.74	4 cyl 1461cc	5M	84	200	na	14.71	14	✗	✗	✗	✗	✗	✗	✗	✗	7/10
RXL D 85	9.67	10.84	9.63	12.07	4 cyl 1461cc	5M	84	200	na	14.71	14	✗	✓	✓	✓	✓	✓	✓	✓	7/10
RXL (O) D 85	10.93	11.97	10.88	13.61	4 cyl 1461cc	5M	84	200	na	14.71	14	✓	✓	✓	✓	✓	✓	✓	✓	7/10
RXL D 110	10.88	12.47	10.78	13.52	4 cyl 1461cc	6M	108	245	na	11.76	14.1	✗	✓	✓	✓	✓	✓	✓	✓	8/10
RXZ D 110	11.47	13.57	11.36	14.85	4 cyl 1461cc	6M	108	245	na	11.76	14.1	✓	✓	✓	✓	✓	✓	✓	✓	8/10
RXZ (O) D 110	11.99	13.73	11.89	14.90	4 cyl 1461cc	6M	108	245	na	11.76	14.1	✓	✓	✓	✓	✓	✓	✓	✓	8/10
RXZ 110 AWD	13.22	13.00*	13.10	16.24	4 cyl 1461cc	6M	108	245	na	na	na	✗	✗	✗	✗	✗	✗	✗	✗	8/10

Fluence: Pretty safe bet of a car. Comfortable, refined and built to last.



TG Choice: The E4 is our pick of the lot.

L: 462cm W: 180cm H: 148.8cm Boot: 530 litres Fuel Tank: Na, Ground Clearance: 17cm Also try: Toyota Corolla Altis

E2 Diesel	13.86	16.32	13.68	17.64	4 cyl 1461cc	6M	108	240	170	11.7	21	✓	✓	✓	✓	✓	✓	✓	✓	5/10
E4 Diesel	15.49	18.05	15.38	20.89	4 cyl 1461cc	6M	108	240	170	11.7	21	✓	✓	✓	✓	✓	✓	✓	✓	5/10

Koleos: French take on the softroader, and a pretty good one at that.

Build: Import



TG Choice: The 4x2 MT should do just fine.

L: 452cm W: 185.5cm H: 169.5cm Boot: NA Fuel Tank: 65 litres, Ground Clearance: 20.6 cm Also try: Chevrolet Captiva, Hyundai Santa Fe

4x2 MT	21.65	24.85	21.55	28.43	4 cyl 1995cc	6M	148	320	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	5/10
4x4 MT	23.97	27.95	23.97	32.28	4 cyl 1995cc	6M	171	320	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	5/10
4x4 AT	25.42	29.10	25.30	35.57	4 cyl 1995cc	6A	171	320	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	5/10

Lodgy: Ticks all the right boxes. Highly practical MPV capable of rewriting the rules of the game.



TG Choice: The RXL 110PS should do just fine, unless you need the added kit.

L: 449.8cm W: 175.1m H: 169.7cm Boot: 207-1,861 litres Fuel Tank: 50 litres Ground Clearance: 17.4 cm Also try: Toyota Innova, Honda Mobilio, Maruti Ertiga

STD 85PS	8.30	8.19*	8.32	10.21	4 cyl 1461cc	5M	84	200	na	na	na	✗	✓	✗	✗	✗	✗	✗	✗	8/10
RXE 85PS	9.10	8.99*	9.12	11.18	4 cyl 1461cc	5M	84	200	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	8/10
RXL 85PS	9.70	9.59*	9.72	12	4 cyl 1461cc	5M	84	200	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	8/10
RXL 110PS	10.20	10.09*	10.22	12.61	4 cyl 1461cc	6M	109	245	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	8/10
RXZ 85PS	11	10.89*	11.02	13.58	4 cyl 1461cc	5M	84	200	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	8/10
RXZ 110PS 8-str	11.60	11.49*	11.62	14.31	4 cyl 1461cc	6M	109	245	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	8/10
RXZ 110PS 7-str	11.90	11.79*	11.92	14.68	4 cyl 1461cc	6M	109	245	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	8/10

Buyers Guide continued ➤

TOPGEAR
NEW CAR GUIDE

Renault continued

Price	Numbers								Features												
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max. speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid

Scala: The French version of the Sunny.**TG Choice:** The RXZ as it comes with the goodness of diesel and all the features that you'd need.

L: 442.5cm W: 169.5cm H: 150.5cm Boot: 490 litres Fuel Tank: 41 litres, Ground Clearance: 16.1cm Also try: Maruti DZire, Nissan Sunny, Toyota Etios

RXL	8.84	9.96	8.30	11.13	4 cyl 1461cc	5M	85	200	na	13.8	18	✓	✗	✓	✗	✓	✗	✓	✗	✗	4/10
RXZ	9.75	10.95	8.81	12.36	4 cyl 1461cc	5M	85	200	na	13.8	18	✓	✓	✓	✓	✓	✗	✗	✓	✗	4/10
RXE Petrol	7.21	8.05	7.19	8.66	4 cyl 1498cc	5M	98	134	na	na	na	✓	✓	✓	✓	✓	✗	✗	✓	✓	4/10
RXL Petrol	7.99	8.89	7.97	9.59	4 cyl 1498cc	5M	98	134	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	✗	4/10

**Pulse:** The masculine version of the Nissan Micra.**TG Choice:** The RXL makes more sense, because you'd rather buy the Swift instead of the RXZ.

L: 380.5cm W: 166.5cm H: 153cm Boot: 251 litres Fuel Tank: 41 litres, Ground Clearance: na Also try: Nissan Micra, Maruti Swift

RXL	6.13	6.97	6.11	7.20	4 cyl 1461cc	5M	63	160	na	na	na	✗	✗	✓	✗	✗	✗	✓	✗	✗	4/10
RXZ	6.97	7.89	6.95	8.02	4 cyl 1461cc	5M	63	160	na	na	na	✗	✓	✓	✓	✓	✗	✗	✓	✓	4/10
RXE Petrol	4.41	4.88	4.41	5.19	3 cyl 1198cc	5M	75	104	na	na	na	✗	✓	✓	✓	✓	✗	✗	✓	✓	4/10
RXL Petrol	5.15	4.66	5.14	5.79	3 cyl 1198cc	5M	75	104	na	na	na	✗	✓	✓	✓	✓	✗	✗	✓	✓	4/10
RXZ Petrol	5.74	6.27	5.72	6.78	3 cyl 1198cc	5M	75	104	na	na	na	✗	✓	✓	✓	✓	✗	✗	✓	✓	4/10

**ROLLS-ROYCE** Dealers 5 Warranty 4yrs Website www.rolls-roycemotorcars.com

Company description: A century after Mr Royce built his first car, the world's most luxurious carmaker is still going strong.

TG Awards: -

Phantom: Take first-class, multiply by 10, square that, and you're getting close.

Build: Import

**TG Choice:** Ideal for driving off with her from the wedding reception.

L: 583.4cm W: 199cm H: 163.8cm Boot: 460 litres Fuel Tank: 100 litres, Ground Clearance: NA Also try: Maybach 57S

Phantom	na	600*	na	600*	12 cyl 6749cc	6A	453	720	250	5.9	6.3	✓	✓	✓	✓	✓	✗	✓	✓	9/10
Phantom Coupe	na	na	na	na	12 cyl 6749cc	6A	453	720	250	5.6	6.4	✓	✓	✓	✓	✓	✗	✓	✓	8/10
Drophead Coupe	na	na	na	na	12 cyl 6749cc	6A	453	720	250	5.8	6.4	✓	✓	✓	✓	✓	✗	✓	✓	8/10

Ghost: The baby Rolls isn't much of a baby, really. Larger than most sedans and more luxurious than a private jet.

Build: Import

**TG Choice:** The EWB offers more space and tall the luxury you'd ever need.

L: 583.4cm W: 199cm H: 155cm Boot: 460 litres Fuel Tank: 100 litres, Ground Clearance: NA Also try: Bentley Mulsanne

Ghost	na	403*	na	403*	12 cyl 6592cc	8A	562	780	250	4.9	na	✓	✓	✓	✓	✓	✗	✓	✓	8/10
Ghost EWB	na	455*	na	455*	12 cyl 6592cc	8A	562	780	250	4.9	na	✓	✓	✓	✓	✓	✗	✓	✓	8/10

**ŠKODA** Dealers 106 Warranty 2yrs Website www.skoda-auto.co.in

Company description: New products like the Octavia and Yeti make it rather exciting. But service and support still have issues.

TG Awards: Saloon of the year 2014: Octavia

'The new Octavia is the ultimate saloon that keeps you happy no matter what seat you're in'

Octavia: Skoda gets its chart-busting Octavia back, but will it change Skoda's fortunes once again in India? Build: Assembled**TG Choice:** The 1.8 TSI AT ticks all the right boxes as far as economy and performance go. Did we mention the long features list?

L: 465.9cm W: 181.4cm H: 147.6cm Boot: 590 litres Fuel Tank: 50 litres, Ground Clearance: 15.8cm Also try: Hyundai Elantra, Toyota Corolla Altis

Active 1.4 TSI	14.20	16.00	14.20*	16.72	4 cyl 1395cc	6M	138	250	210	9.6	13.5	✓	✓	✓	✗	✓	✗	✓	✓	7/10
Ambition 1.4 TSI	15.21	17.14	15.21*	19.52	4 cyl 1395cc	6M	138	250	210	9.6	13.5	✓	✓	✓	✓	✓	✗	✓	✓	7/10
Elegance 1.8 TSI AT	18.57	20.94	18.57*	21.75	4 cyl 1798cc	7A	177	250	210	8.1	11.85	✓	✓	✓	✓	✓	✗	✓	✓	7/10
Active 2.0 TDI	15.82	18.26	15.82	18.98	4 cyl 1968cc	6M	140	320	210	8.9	12.5	✓	✓	✓	✓	✓	✗	✓	✓	7/10
Ambition 2.0 TDI CR	16.84	19.42	16.84	21.87	4 cyl 1968cc	6M	140	320	210	8.9	12.5	✓	✓	✓	✓	✓	✗	✓	✓	6/10
Ambition 2.0 TDI CR AT	17.86	20.58	17.86	22.69	4 cyl 1968cc	6A	140	320	210	8.6	13.5	✓	✓	✓	✓	✓	✗	✓	✓	6/10
Elegance 2.0 TDI CR AT	19.79	22.79	19.79	25.37	4 cyl 1968cc	6A	140	320	210	8.6	13.5	✓	✓	✓	✓	✓	✗	✓	✓	6/10

Superb: The real big car for reasonable money at the high end of the market.

Build: Assembled

**TG Choice:** The 2.0TDI if you are paying for fuel, V6 if the company pays for it.

L: 483cm W: 181.7cm H: 148.2cm Boot: 565 litres Fuel Tank: 60 litres, Ground Clearance: 15.8cm Also try: Toyota Camry, VW Passat, Hyundai Sonata

1.8 TSI Ambition MT	18.38	22.35	18.38	21.63	4 cyl 1798cc	6M	158	250	210	9	8.7	✓	✓	✓	✓	✓	✗	✓	✓	7/10
1.8 TSI Elegance AT	22.33	24.00	22.33	28.17	4 cyl 1798cc	7A	160	250	210	na	na	✓	✓	✓	✓	✓	✗	✓	✓	7/10
1.8 TSI Elegance MT	20.72	NA	20.72	26.20	4 cyl 1798cc	6M	158	250	210	9	8.7	✓	✓	✓	✓	✓	✗	✓	✓	7/10

2.0 TDI	25.24	26.20	25.24	32.22	4 cyl 1968cc	6A	140	320	206	10.38	11.8	✓	✓	✓	✓	✓	✗	✓	✓	7/10
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Active 1.6 MPI	7.24	7.85	7.24	9.12	4 cyl 1598cc	5M	103	153	195	11.3	10.7	✗	✗	✗	✓	✗	✗	✓	✗	6/10
Ambition 1.6 MPI	8.13	8.36	8.13	10.30	4 cyl 1598cc	5M	103	153	195	11.3	10.7	✓	✓	✓	✓	✓	✗	✓	✓	6/10
Elegance 1.6 MPI	9.11	9.32	9.11	11.02	4 cyl 1598cc	5M	103	153	195	11.3	10.7	✓	✓	✓	✓	✓	✗	✓	✓	6/10
Elegance 1.6 MPI AT	10.09	10.45	10.09	12.27	4 cyl 1598cc	6A	103	153	na	na	na	✓	✓	✓	✓	✓	✗	✓	✓	6/10
Active 1.6 TDI	8.41	9.38	8.41	10.72	4 cyl 1498cc	5M	103	250	na	10.9	14.5	✗	✗	✗	✓	✓	✗	✓	✓	6/10
Ambition 1.6 TDI	9.38	9.40	9.38	13.21	4 cyl 1498cc	5M	103	250	na	10.9	14.5	✓	✓	✓	✓	✓	✗	✓	✓	6/10
Elegance Plus 1.6 TDI	10.15	9.90	10.15	12.66	4 cyl 1498cc	5M	103	250	na	10.9	14.5	✓	✓	✓	✓	✓	✗	✓	✓	6/10
Ambition 1.6TDI DSG	10.68	10.49*	10.68	10.76*	4 cyl 1498cc	7A	103	250	na	12.1	14.5	✓	✓	✓	✓	✓	✗	✓	✓	6/10

Active 1.6 MPI	7.24	7.85	7.24	9.12	4 cyl 1598cc	5M	1

TOPGEAR
NEW CAR GUIDE

Tata continued

	Price				Numbers				Features				TG RATING							
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-10Kph(sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps

Nano: Gets a much-needed shot in the arm with the introduction of an AMT. A much nicer package now**TG Choice:** The XTA is the perfect choice for the city. Well-equipped, too.

L: 310cm W: 150 cm H: 165.2cm Boot: 94-110 litre Fuel Tank: 15 litres Ground Clearance: 18cm Also try: Maruti Suzuki Alto, Chevrolet Spark, public transport



XE	2.14	1.99	2.16	2.61	2cyl 624cc	4M	37	51	105	29.6	19.3	×	×	×	×	×	×	×	5/10
XM CNG	na	2.25	na	3	2cyl 624cc	4M	37	51	105	30.4	na	×	×	×	×	×	✓	✓	5/10
XT	2.62	2.49*	2.63	3.19	2cyl 624cc	4M	37	51	105	30.4	na	×	×	×	✓	×	✓	✓	6/10
XMA	2.81	2.69*	2.82	3.43	2cyl 624cc	5AMT	37	51	105	30.4	na	×	×	×	✓	✓	✓	✓	6/10
XTA	3	2.89*	3	3.66	2cyl 624cc	5AMT	37	51	105	30.4	na	×	×	×	✓	✓	✓	✓	6/10

Manza: Sedan derivative of the Indica Vista, the big rear means it can gobble down huge amounts of luggage. 77**TG Choice:** Go for the Quadrajet Aqua, as this will fulfill most of your requirements of a daily runabout.

L: 441cm W: 170cm H: 155cm Boot: 460 litres Fuel Tank: 44 litres, Ground Clearance: 16.5cm Also try: Mahindra Verito, Maruti DZire



Safire GLX	5.66	6.32	5.66	7.47	4cyl 1368cc	5M	89	115	na	na	na	×	×	×	✓	✓	✓	✓	✓	6/10
Safire GVX	6.02	6.72	6.02	7.92	4cyl 1368cc	5M	89	115	na	na	na	×	×	×	✓	✓	✓	✓	✓	6/10
Safire GEX	7.12	8.10	7.11	9.05	4cyl 1368cc	5M	89	115	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	6/10
Quadrajet LX	6.44	7.55	6.44	8.39	4cyl 1248cc	5M	89	200	160	14.22	14	×	✓	✓	✓	✓	✓	✓	✓	6/10
Quadrajet VX	6.89	8.50	6.89	9.17	4cyl 1248cc	5M	89	200	160	14.22	14	✓	✓	✓	✓	✓	✓	✓	✓	6/10
Quadrajet EX	7.98	9.29	7.98	10.31	4cyl 1248cc	5M	89	200	160	14.22	14	✓	✓	✓	✓	✓	✓	✓	✓	6/10

Safari Storme: Big, heavy, ponderous and somehow likeable. Colossal comfort, great off-road ability.**TG Choice:** VX 4x4 as it's a great off-roader and can go places without fearing the terrain.

L: 465cm W: 193cm H: 192.2cm Boot: 980 litres Fuel Tank: 55litres, Ground Clearance: 20.5cm Also try: Mahindra Scorpio, Ford Endeavour



LX 4x2	10.30	9.95*	10.30	13.07	4cyl 2179cc	5M	138	320	na	14.2	10.5	×	×	×	✓	✓	✓	✓	✓	6/10
EX 4x2	11.22	10.82*	11.21	14.01	4cyl 2179cc	5M	138	320	na	14.2	10.5	×	✓	✓	✓	✓	✓	✓	✓	6/10
VX 4x2	13.00	12.40*	12.98	15.87	4cyl 2179cc	5M	138	320	na	14.2	10.5	✓	✓	✓	✓	✓	✓	✓	✓	6/10
VX 4x4	14.32	13.67*	14.30	17.45	4cyl 2179cc	5M	138	320	na	15.13	10	✓	✓	✓	✓	✓	✓	✓	✓	6/10

Zest: A compact sedan available with a turbo-petrol motor, and an automated manual 'box, but only with a diesel engine for now**TG Choice:** XMA as it's got the perfect combination of a diesel motor paired to an automated manual gearbox that makes life easy.

L: 399.5cm W: 170.6cm H: 157cm Boot: 390 litres Fuel Tank: 44litres Ground Clearance: 17.5cm Also try: Hyundai Xcent, Honda Amaze, Maruti DZire



XE 1.2 P	4.63	4.64*	4.68	6.07	4cyl 1193cc	5M	89	140	na	na	na	×	×	×	✓	✓	✓	✓	✓	7/10
XM 1.2 P	5.25	5.25*	5.31	6.81	4cyl 1193cc	5M	89	140	na	na	na	×	✓	✓	✓	✓	✓	✓	✓	7/10
XMS 1.2 P	5.43	5.43*	5.49	7.05	4cyl 1193cc	5M	89	140	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	7/10
XT 1.2 P	6.01	5.99*	6.06	7.75	4cyl 1193cc	5M	89	140	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	7/10
XE 1.3 D	5.67	5.64*	5.73	7.39	4cyl 1248cc	5M	74	190	na	na	na	×	✓	✓	✓	✓	✓	✓	✓	7/10
XM 1.3 D	6.31	6.27*	6.37	8.20	4cyl 1248cc	5M	89	200	na	na	na	×	✓	✓	✓	✓	✓	✓	✓	7/10
XMS 1.3 D	6.49	6.45*	6.55	8.34	4cyl 1248cc	5M	89	200	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	7/10
XMA 1.3 D	7.05	6.99*	7.10	9.08	4cyl 1248cc	5A	89	200	na	na	na	×	✓	✓	✓	✓	✓	✓	✓	7/10
XT 1.3 D	7.05	6.99*	7.10	9.13	4cyl 1248cc	5M	89	200	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	7/10

TOYOTA Dealers 152 Warranty na Website www.toyotabharat.com

Company description: Massive world-player but also churns out the reliable unexceptional in frightening numbers.

TG Awards: -

Camry: The handsome new Camry is fast and spacious, and has a great cabin.

Build: Assembled



Hybrid	29.36	29.75	29.12	33.56	4cyl 2494cc	6A	202	213	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	6/10
2.5i	25.46	24.77	25.08	28.95	4cyl 2494cc	6A	178	233	na	8.93	9.8	✓	✓	✓	✓	✓	✓	✓	✓	7/10

Corolla Altis: The new one is not all-new but still very good. Altis is a refined, comfortable businessman's sedan.**TG Choice:** The diesel GL would be just fine, as Corollas are usually chauffeur-driven.

L: 454cm W: 176cm H: 147.5cm Boot: 475 litres Fuel Tank: 55 litres, Ground Clearance: 17.5cm Also try: Chevrolet Cruze, Renault Fluence.



JS	12.19	13.79	12.20	14.52	4cyl 1798cc	6M	138	173	na	na	na	×	✓	✓	✓	✓	✓	✓	✓	7/10
G	13.94	15.78	13.96	16.68	4cyl 1798cc	6M	138	173	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	7/10
GL	15.58	17.65	15.60	18.64	4cyl 1798cc	6M	138	173	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	7/10
G (CVT)	15.24	17.26	15.26	18.23	4cyl 1798cc	7A	138	173	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	7/10
VL	17.09	19.36	17.11	20.44	4cyl 1798cc	7A	138	173	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	7/10
D-4D J	13.27	15.02	13.29	16.10	4cyl 1364cc	6M	87	205	na	na	na	×	✓	✓	✓	✓	✓	✓	✓	7/10
D-4D G	15.24	17.26	15.26	18.49	4cyl 1364cc	6M	87	205	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	7/10
D-4D GL	16.88	19.12	16.90	20.48	4cyl 1364cc	6M	87	205	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	7/10
D-4DJS	13.84	15.67	13.86	16.79	4cyl 1364cc	6M	87	205	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	7/10

Etios: Made not to excite but just smack you with the practicality and comfort of a Toyota.

J	5.35	5.46	5.40	6.64	4cyl 1496cc	5M	89	132	180	11.2	12.9	×	✓	✓	✓	✓	✓	✓	✓	4/10
G	5.89	6	5.96	7.25	4cyl 1496cc	5M	89	132	180	11.2	12.9	—	✓	✓	✓	✓	✓	✓	✓	4/10
V	6.61	7.22	6.65	8.04	4cyl 1496cc	5M	89	132	180	11.2	12.9	✓	✓	✓	✓	✓	✓	✓	4/10	
VX	6.99	7.72	7.04	8.49	4cyl 1496cc	5M	89	132	180	11.2	12.9	✓	✓	✓						

TOPGEAR NEW CAR GUIDE

Volkswagen continued

	Price				Numbers					Features										TG RATING	
	Chennai	Delhi (on road)	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max. speed (Kph)	0-100kph (sec)	Fuel efficiency (Kpl)	Airbags	ABS	Remote locking	Climate control	Audio system	Leather seats	Power windows	Alloys	Fog lamps	Parking aid
1.5 Trendline D	5.6	7.54	5.63	8.08	4 cyl 1498cc	5M	88	230	160	13.6	14	✗	✗	✓	✗	✗	✗	✓	✗	✗	6/10
1.5 Comfortline D	6.1	8.22	6.15	8.82	4 cyl 1498cc	5M	88	230	160	13.6	14	✗	✗	✓	✓	✗	✗	✓	✗	✗	6/10
1.5 Highline D	7.06	8.74	7.12	9.31	4 cyl 1498cc	5M	88	230	160	13.6	14	✓	✓	✓	✓	✓	✗	✓	✓	✓	6/10
1.2 GT TSI	na	9.50	na	9.91	4 cyl 1197cc	7A	103	175	172	10.85	12.7	✓	✓	✓	✓	✓	✗	✓	✓	7/10	
1.5 GT TDI	8.22	9.83	8.22	10.08	4 cyl 1498cc	5M	103	250	180	10.27	13	✓	✓	✓	✓	✓	✗	✓	✓	7/10	
Cross Polo	na	9.36	na	8.29	3 cyl 1199cc	5M	74	180	na	15.66	15.9	✓	✓	✓	✓	✓	✗	✓	✓	5/10	

Vento: Fantastic value for a VW sedan; tarmac-smothering ride and still a great looker.



TG Choice: 1.5 Highline diesel, for German build quality with diesel economy.

L: 438.4cm W: 169.9 cm H: 146.6cm Boot: 527 litres Fuel Tank: 55 litres, Ground Clearance: 16.8cm Also try: Hyundai Verna, Honda City, Maruti SX4, Fiat Linea, Ford Fiesta

1.2 TSI	na	11.83	na	12.30	4 cyl 1197cc	7A	103	175	172	11.52	12.45	✓	✓	✓	✓	✓	✗	✓	✓	7/10
1.6 Trendline P	7.12	9.26	7	9.24	4 cyl 1498cc	5M	103	153	185	na	na	✗	✗	✗	✓	✗	✗	✓	✓	6/10
1.6 Highline P	8.23	10.68	8.3	10.86	4 cyl 1498cc	5M	103	153	185	na	na	✓	✓	✓	✓	✓	✗	✓	✓	6/10
1.5 Trendline D	8.12	10.48	8.06	10.89	4 cyl 1498cc	5M	103	250	na	na	na	✗	✗	✓	✗	✗	✗	✓	✓	7/10
1.5 Highline D	9.23	12.04	9.31	12.53	4 cyl 1498cc	5M	103	250	na	na	na	✓	✓	✓	✓	✓	✗	✓	✓	7/10
1.5 Comfortline D	9.05	11.16	9.01	11.96	4 cyl 1498cc	5M	103	250	na	na	na	✓	✓	✓	✓	✓	✗	✓	✓	7/10
1.5 Comfortline D DSG	9.05	11.16	9.01	13.23	4 cyl 1498cc	7A	103	250	na	11.5	15	✓	✓	✓	✓	✓	✗	✓	✓	7/10
1.5 Highline D DSG	9.05	11.16	9.01	13.80	4 cyl 1498cc	7A	103	250	na	11.5	15	✓	✓	✓	✓	✓	✗	✓	✓	7/10

VOLVO Dealers 15 Warranty 2yrs/60,000km Website www.volvocars.com/in

Company description: The company has been very subtle with its presence, just like its cars, but things are changing with the S60 and the XC60.

TG Awards: -

S60: The S60 comes as a breath of fresh air; it's a comfortable tourer and a worthy adversary to the German trio.

Build: Import



TG Choice: Kinetic D5, comes pretty well equipped minus the leather seats.

L: 463.5cm W: 209.7 cm H: 148.4cm Boot: 380 litres Fuel Tank: 67.5 litres, Ground Clearance: 13.6cm Also try: Audi A4, Merc C-Class, BMW 3 series, and perhaps a safety vault

D4 Kinetic	25.50	28.88	na	44.55	5 cyl 1984cc	6A	160	400	220	9	11.2	✓	✓	✓	✓	✓	✗	✓	✓	7/10
D4 Summum	28.5	32.32	na	47.92	5 cyl 1984cc	6A	163	400	220	9	11.2	✓	✓	✓	✓	✓	✗	✓	✓	6/10
D5 Summum	31.60	35.76	na	51.71	5 cyl 2400cc	6A	211	440	230	8.1*	14.1*	✓	✓	✓	✓	✓	✗	✓	✓	7/10

S80: Stealth luxury car that promises top-flight comfort and safety, and decent dynamics. At a great price. **Build: Import**



TG Choice: D5 is a good engine, S-Class luxury at E-Class price.

L: 485.1cm W: 210 cm H: 149.3cm Boot: 480 litres Fuel Tank: 70 litres, Ground Clearance: 14.8cm Also try: Audi A6, BMW 5-Series, Mercedes-Benz E-Class

D4 Kinetic	33.90	38.32	na	na	5 cyl 1984cc	6A	163	400	240	9.6	10.8	✓	✓	✓	✓	✓	✗	✓	✓	5/10
D4 Summum	na	na	na	57.57	5 cyl 1984cc	6A	163	400	240	9.6	10.8	✓	✓	✓	✓	✓	✗	✓	✓	5/10
D5 Summum	40.00	45.19	na	62.28	5 cyl 2400cc	6A	202	400	225	9	13.7	✓	✓	✓	✓	✓	✗	✓	✓	5/10

XC60: If you crash this car, you're either unfit to drive or you're running an insurance scam.

Build: Import



TG Choice: Comes with a long list of optional features.

L: 464.4cm W: 163 cm H: 171.3cm Boot: 495 litres Fuel Tank: 70 litres, Ground Clearance: 21cm Also try: Audi Q5, BMW X3, Land Rover Freelander

D4 Kinetic	35.95	40.62	na	58.08	5 cyl 2400cc	6A	160	400	220	10.5	10.2	✓	✓	✓	✓	✓	✗	✓	✓	5/10
D4 Summum	42.00	49.10	na	62	5 cyl 2400cc	6A	211	440	200	7.8	11.1	✓	✓	✓	✓	✓	✗	✓	✓	6/10
D5 Summum	42.00	49.10	na	66.60	5 cyl 2400cc	6A	211	440	200	7.8	11.1	✓	✓	✓	✓	✓	✗	✓	✓	6/10

XC90: All-new avatar moves the game forward. Is now a real threat to its German compatriots **Build: Import**



TG Choice: Inscription, if you want to treat yourself to the finest of Swedish luxury.

L: 462.1cm W: 163.2 cm H: na Boot: 615 litres Fuel Tank: 70 litres, Ground Clearance: 21cm Also try: Mercedes-Benz M-Class, BMW X5, Audi Q7

Momentum	na	na	na	64.90*	4 cyl 1969cc	8A	222	470	na	na	na	✓	✓	✓	✓	✓	✗	✓	✓	8/10
Inscription	na	na	na	77.90*	4 cyl 1969cc	8A	222	470	na	na	na	✓	✓	✓	✓	✓	✗	✓	✓	8/10

V40 Cross Country: Off-beat crossover looks rather good and is backed by strong driving dynamics. **Build: Import**



TG Choice: Depends on your usage, really. There's a petrol and a diesel, so you pick.

L: 437cm W: 178.3 cm H: 145.8cm Boot: 335 litres Fuel Tank: 60 litres, Ground Clearance: na Also try: Mercedes-Benz B-Class, Mini Countryman D

D3	na	28.5*	na	44.22	5 cyl 1984cc	6A	148	350	na	na	na	✓	✓	✓	✓	✓	✗	✓	✓	7/10
T4	na	27*	na	27*	4 cyl 1596cc	6A	177	240	na	na	na	✓	✓	✓	✓	✓	✗	✓	✓	-

Buyers Guide continued ➤



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TOPGEAR NEW BIKE GUIDE

Buyers Guide continued ➤

	Price			Numbers						Features						TG RATING		
	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (kW)	Max. Torque (Nm)	Max. Speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard



BAJAJ Dealers na Warranty na Website www.bajajauto.com

Company description: The Pulsar saw them shoot to fame and they've kept the momentum going with frequent updates.

TG Awards: -

Avenger: The Eliminator with a Pulsar 220 DTS-i engine. It's swanky and seen as a true-blue affordable cruiser.

L: 201.2cm **Seat Height:** na **Wheelbase:** 127.1cm **Weight:** 129kg **Wheel size:** 17inches **Fuel tank:** 10litres **Also try:** The Enfield range

220	0.78	0.76	0.77	0.90	1 cyl 220cc	5M	19.03	17.5	na	na	na	✓	✓	✓	✓	✗	✓	✓	✓	✓	5/10
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Discover: Bajaj's salvo in the exec segment. Quite a looker if you opt for alloys and disc-brake variant.

L: 204cm **Seat Height:** 795 **Wheelbase:** 130.5cm **Weight:** 118kg **Wheel size:** 17inches **Fuel tank:** 8 litres **Also try:** Gladiator, Victor 125, Glamour

100 M	0.49	0.48	0.48	0.56	1 cyl 102cc	4M	9.2	9.2	na	na	70	✗	✓	✗	✗	✗	✗	✓	✗	5/10
125 M	0.51	0.50	0.49	0.59	1 cyl 124cc	5M	13	10.8	na	na	na	✗	✓	✗	✓	✓	✓	✓	✓	7/10
150 F	na	na	na	0.58	1 cyl 145cc	5M	14.3	12.75	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	7/10
150 S	na	na	na	0.54	1 cyl 145cc	5M	14.3	12.75	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	7/10



Pulsar: Arguably, India's most popular bike for those who crave power and flamboyance. Near-perfect bike, fast, fun and practical.

L: 203cm **Seat Height:** na **Wheelbase:** 132cm **Weight:** 137-165kg **Wheel size:** 17inches **Fuel tank:** 15litres **Also try:** Unicorn, CBZ X-treme, Apache

135 LS	0.60	0.58	0.59	0.69	1 cyl 134cc	5M	13.5	11.4	na	na	35	✓	✓	✓	✓	✓	✓	✓	✓	6/10
150	0.67	0.66	0.67	0.76	1 cyl 149.5cc	5M	15.06	12.5	na	na	52.6	✓	✓	✓	✓	✗	✓	✓	✓	4/10
180	0.70	0.69	0.70	0.81	1 cyl 178cc	5M	17	14.22	na	na	45	✓	✓	✓	✓	✗	✓	✓	✓	4/10
220	0.83	0.81	0.82	0.95	1 cyl 220cc	5M	21	19.2	na	na	35	✓	✓	✓	✓	✓	✓	✓	✓	5/10
200NS	0.86	0.84	0.85	0.99	1 cyl 200cc	5M	23	18.3	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	7/10
RS200 ABS	1.30	1.30	1.30	1.30	1 cyl 199.5cc	5M	24	18.6	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	7/10
AS150	0.86	0.84	0.85	0.99	1 cyl 149.5cc	5M	17	13	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	7/10
AS200	1.30	1.30	1.30	1.30	1 cyl 199.5cc	5M	23	18	na	na	na	✓	✓	✓	✓	✓	✓	✓	✓	7/10



BENELLI Dealers 9 Warranty na Website www.dskbenelli.com

Company description: Owned by the Chinese, made by the Italians. Benelli is now in India, with its entire range of TNT motorcycles.

TG Awards: -

TNT 300: The most affordable twin-cylinder Italian in our land.

L: 213cm **Seat Height:** na **Wheelbase:** 141cm **Weight:** 196kg **Wheel size:** 17inches **Fuel tank:** 16litres **Also try:** Kawasaki Z250

300	2.88	2.83	2.88	2.91*	2 cyl 300cc	6M	37.7	26.5	na	na	na	✓	✓	✓	✓	✗	✓	✓	✓	3/10
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TNT 600i: The world of four-cylinder motorcycles is now more accessible, thanks to the reasonably-priced 600i

L: 216cm **Seat Height:** na **Wheelbase:** 148cm **Weight:** 231kg **Wheel size:** 17inches **Fuel tank:** 15litres **Also try:** Kawasaki er-6N

600i	5.24	5.15	5.24	5.29*	4 cyl 600cc	6M	84	54.6	na	na	na	✓	✓	✓	✓	✗	✓	✓	✓	3/10
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TNT 600GT: Think 600i with a half-fairing and hard saddlebags, but only better in every single way.

L: 215cm **Seat Height:** na **Wheelbase:** 147cm **Weight:** 243kg **Wheel size:** 17inches **Fuel tank:** 27litres **Also try:** Kawasaki Ninja 650

600GTS	6.09	na	6.09	6.16*	4 cyl 600cc	6M	84	54.6	na	na	na	✓	✓	✓	✓	✗	✓	✓	✓	8/10
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TNT 899: A characterful, large-hearted three-pot naked that's priced a little too high.

L: na **Seat Height:** na **Wheelbase:** na **Weight:** na **Wheel size:** na **Fuel tank:** 16litres **Also try:** Kawasaki Z800 and Z1000

899	9.65	9.48	9.65	9.75*	3 cyl 898cc	6M	na	na	na	na	na	✓	✓	✓	✓	✗	✓	✓	✓	7/10
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TNT R: The pinnacle of the TNT range. Massive, eye-catching (in gold), and just as explosive as the name.

L: na **Seat Height:** na **Wheelbase:** na **Weight:** na **Wheel size:** na **Fuel tank:** 16litres **Also try:** Triumph Speed Triple

1130	12.02	11.81	12.02	12.14*	3 cyl 1131cc	6M	na	na	na	na	na	✓	✓	✓	✓	✗	✓	✓	✓	7/10
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BMW Dealers na Warranty na Website www.motorrad-nanvitmotors.in

Company description: Today, Bavaria's famed two-wheeled company still makes their ever-lovin' boxer-engined monuments.

TG Awards: Superbike of the year 2011: BMW R1200GS

'The BMW R1200 GS spans the whole range of split personalities, from tyre burner to world traveller.'

Enduro: A real-life legend. Will go on forever, taking a couple of armageddons in its stride.

L: 221/224cm **Seat Height:** 85/89cm **Wheelbase:** na **Weight:** 234/259kg **Wheel size:** 17inches **Fuel tank:** 20/33litres **Also try:** Ducati Multistrada

R 1200 GS	na	na	na	29.23*	2 cyl 1170cc	6M	110	120	na	na	na	✓	✓	✓	✓	✓	✓	✓	✗	✓	-
R 1200 GS Adventure	na	na	na	29.98*	2 cyl 1170cc	6M	110	120	na	na	na	✓	✓	✓	✓	✓	✓	✓	✗	✓	-



Roadster: Hooliganism, the BMW way – pick a boxer or a more conventional inline-four.

L: 214/222cm **Seat Height:** 80/82cm **Wheelbase:** na **Weight:** 227/243kg **Wheel size:** 17inches **Fuel tank:** 18/19litres **Also try:** Honda CB1000R

R 1200 R	na	na	na	23.86*	2 cyl 1170cc	6M	110	119	na	na	na	✓	✓	✓	✓	✓	✓	✓	✗	✓	-
K 1300 R	na	na	na	26.88*	4 cyl 1293cc	6M	173	140	na	na	na	✓	✓	✓	✓	✓	✓	✓	✗	✓	-



TOPGEAR NEW BIKE GUIDE

Buyers Guide continued



HERO Dealers na Warranty 5 years Website www.heromotocorp.com

Company description: 'The Honda name has been struck out. Now its Hero vs Honda as the Japanese bike maker tries to grab market share from its old ally.'

TG Awards: -

TG RATING

	Price				Numbers						Features						TG RATING	
	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max Power (bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard
CBZ Extreme: There's nothing understated about the bike's looks, quite unlike its predecessor.	79.5cm	127.1cm	129kg	17inches	12.4litres	Also try: Unicorn, Pulsar 150, Apache	0.70	0.71	0.70	0.83	1 cyl 149cc	5M	14.4	12.8	na	na	na	3/10
Hunk: Hero's third variant in the 150cc category. We wonder whether the name makes sense at all	79.5cm	132cm	146kg	17inches	12.4litres	Also try: Unicorn, Pulsar 150, Apache	0.70	0.69	0.70	0.83	1 cyl 149cc	5M	14.4	12.8	na	na	na	3/10
Ignitor: This is Hero's attempt at stunning you. Looks a bit different, offers more features than the Stunner.	109.5cm	127cm	129kg	17inches	na	Also try: Honda CBF Stunner	0.60	0.59	0.60	0.72	1 cyl 124cc	5M	11	11	na	na	na	4/10
Impulse: The only option if you like it dirty.	83.5cm	136cm	134kg	10inches	11.1litres	Also try: Unicorn, Pulsar 150, Apache	0.70	0.68	0.70	0.82	1 cyl 149cc	5M	13	13.4	na	na	na	6/10
Karizma: The only challenger to the Pulsar 220 DTS-i. Finally gets a much-needed facelift and fuel-injection system.	79.5cm	135	150kg	18inches	12litres	Also try: Pulsar 220 DTS-i, Yamaha YZF R-15	0.79	0.78	0.79	0.94	1 cyl 223cc	5M	17.6	18.3	125	3.8	na	5/10
Karizma R	0.79	0.78	0.79	0.94	1 cyl 223cc	5M	17.6	18.3	126	3.7	na	na	na	na	na	na	5/10	
ZMR Fi	0.99	0.97	0.99	1.16	1 cyl 223cc	5M	17.6	18.3	126	3.7	na	na	na	na	na	na	5/10	
Maestro: A testosterone-charged scooter aimed at men. Big size and proven mechanics.	77cm	124	110	10inches	5.3litres	Also try: Honda Activa, Mahindra Duro, TVS Wego	0.49	0.46	0.48	0.59	1 cyl 109cc	V	8	9.1	na	na	43.6	5/10
Passion: A facelifted effort which is still chugging along? The passion is all lost but the will to move on is in abundance.	78.5cm	123cm	116kg	18 inches	12litres	Also try: Platina, Discover	0.53	0.52	0.53	0.64	1 cyl 109cc	4M	12	9.4	na	na	na	2/10
X Pro	0.53	0.52	0.53	0.64	1 cyl 109cc	4M	12	9.4	na	na	na	na	na	na	na	na	2/10	
Pro	0.51	0.50	0.51	0.61	1 cyl 97cc	4M	10.5	7.95	na	na	na	na	na	na	na	na	2/10	
Pleasure: Hero's first automatic scooter is aimed at women only! And women are buying it with pleasure.	76.5cm	124.1	104kg	10inches	5 litres	Also try: Activa, Dio, Wave, Kinetic 4S	0.46	0.42	0.44	0.53	1 cyl 102cc	V	7	7.8	na	na	na	5/10

	Price				Numbers						Features						TG RATING	
	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max Power (bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel tank	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	
Activa: Bland styling that now looks dated in the face of fresher competition. You could swear on its quality and reliability though.	76cm	123cm	102kg	10inches	5.3litres	Also try: TVS Jupiter, Suzuki Access	0.64	0.60	0.67	0.65	1 cyl 124.9cc	V	8.6	10.12	na	na	na	7/10
Activa 125 Std	0.64	0.60	0.67	0.65	1 cyl 124.9cc	V	8.6	10.12	na	na	na	na	na	na	na	na	7/10	
Activa 3G	0.57	0.53	0.60	0.58	1 cyl 109cc	V	8	9	na	na	na	na	na	na	na	na	8/10	
Activa-i	0.54	0.50	0.55	0.54	1 cyl 109cc	V	8	9	na	na	na	na	na	na	na	na	8/10	
Aviator: Just like the Dio, it uses the same engine as in the Activa. But all-new bodywork that's supposed to appeal to men. Really?	79cm	125cm	120kg	12inches	6litres	Also try: Activa, Dio, Access	0.59	0.55	0.61	0.59	1 cyl 109cc	V	8	8.77	na	na	na	6/10
Drum	0.59	0.55	0.61	0.59	1 cyl 109cc	V	8	8.77	na	na	na	na	na	na	na	na	6/10	
CBR 1000R: The most pocket friendly and usable litre bike that you can buy today. Crazy single-side swingarm takes the cake	82.5cm	144.5cm	217kg	17inches	17litres	Also try: Ducati Monster, Yamaha MT01	na	12.91	na	13.92	4 cyl 998cc	6M	123.3	100	na	na	na	8/10
1000R	na	12.91	na	13.92	4 cyl 998cc	6M	123.3	100	na	na	na	na	na	na	na	na	8/10	
CB Shine: It's now got a fair bit of 'shine' with bits like alloy wheels, electric start and sporty decals.	na	126cm	122kg	12inches	11litres	Also try: Discover 125, Victor, Super Splendor	0.63	0.59	0.65	0.65	1 cyl 124.6cc	4M	10.3	10.5	na	5.3	65	4/10
120.5cm	144.5cm	217kg	17inches	17litres	Also try: Ducati Monster, Yamaha MT01	na	12.91	na	13.92	4 cyl 998cc	6M	123.3	100	na	na	na	4/10	
CB Trigger: Honda takes another shot at the urban buyer in the 150cc segment	na	132.5cm	138kg	17litres	12litres	Also try: Bajaj Pulsar 150, Yamaha Fazer	0.79	0.76	0.83	0.80	1 cyl 149cc	5M	14	12.5	na	na	na	5/10

TOPGEAR
NEW BIKE GUIDE

Honda continued

	Price				Numbers						Features						TG RATING	
	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max. speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard

CB Unicorn 150: Still the best powertrain in the business and boasts extremely good quality.

L: 209.5cm **Seat Height:** na **Wheelbase:** 134cm **Weight:** 146kg **Wheel size:** 17inches **Fuel tank:** 13litres **Also try:** Pulsar 150, CBZ X-Treme, Apache

CB Unicorn 150 0.77 0.74 0.81 0.78 1cyl 149cc 5M 13.3 12.8 101 5 60 ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ x

4/10
CB Unicorn 160: The trusty Honda, now available with a bigger 160cc motor.

L: 204.5cm **Seat Height:** na **Wheelbase:** 132.4cm **Weight:** 135kg **Wheel size:** 17inches **Fuel tank:** 12litres **Also try:** TVS Apache 160

Std 0.83 0.79 0.83 0.84 1cyl 162cc 5M 14.5 14.6 na 5 60 ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ x

CBS na 0.74 na 0.90 1cyl 162cc 5M 14.5 14.6 na 5 60 ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ x

8/10
8/10
CBF Stunner: A performance bike packed in a 125cc bike? Take that with a pinch of salt. Looks sporty though.

L: 201.2cm **Seat Height:** na **Wheelbase:** 127.1cm **Weight:** 129kg **Wheel size:** 17inches **Fuel tank:** 10litres **Also try:** Gladiator SS, Discover, Glamour, Flame

Stunner 0.68 0.64 0.71 0.68 1cyl 125cc 5 11 11 na 5.2 na □ ✓ x x x ✓ x □ □ x

5/10
CBR: The 250 has been around for sometime and now you get it in 150 too!

L: 200cm **Seat Height:** na **Wheelbase:** 136.7cm **Weight:** 138kg **Wheel size:** 17inches **Fuel tank:** 13litres **Also try:** Ninja 300, Yamaha YZF R15 2.0

150R 1.39 1.34 1.45 1.42 1cyl 149cc 6M 18 13 na na na ✓ ✓ x ✓ ✓ ✓ x x

250R STD 1.79 1.74 1.87 1.82 1cyl 249cc 6M 25 22.9 na na na ✓ ✓ ✓ ✓ ✓ ✓ x x

250R ABS 1.85 1.80 1.85 2.15 1cyl 249cc 6M 25 22.9 na na na ✓ ✓ ✓ ✓ ✓ ✓ x x

5/10
7/10
CBR 1000RR: Another insanely quick bike to tear up our roads.

L: 208cm **Seat Height:** 82cm **Wheelbase:** na **Weight:** 199kg **Wheel size:** 17inches **Fuel tank:** 17 litres **Also try:** Suzuki GSX 1000R, Yamaha R1

1000RR na 16.90 na 18.13 4cyl 999cc 6M 175.6 112 na na na ✓ ✓ ✓ ✓ ✓ ✓ x ✓

7/10
Dio: The refreshingly new Dio is a stunner. One of the best lookers in the country, though it needs more firepower.

L: 176cm **Seat Height:** 76cm **Wheelbase:** 123cm **Weight:** 102kg **Wheel size:** 10inches **Fuel tank:** 6litres **Also try:** Activa, Nova 135, Kristal, Pleasure, Accesskg

0.55 0.51 0.56 0.55 1cyl 109cc V 8 8.77 na na na ✓ x x x x x x x x x

7/10
Dream: Honda's attack deep into Hero territory. Wing riding for the commuter.

L: 202.2/2009cm **Seat Height:** na **Wheelbase:** 128.5/125.8cm **Weight:** 108/105kg **Wheel size:** 18inches **Fuel tank:** 8litres **Also try:** Hero Splendor

CD 110 0.50 0.47 0.51 0.52 1cyl 109cc 4M 8.25 8.63 na na na ✓ x x x x x x x x

Neo 0.52 0.50 0.54 0.59 1cyl 109cc 4M 8.25 8.63 na na na ✓ x x x x x x x x

Yuga 0.59 0.55 0.62 0.60 1cyl 109cc 4M 8.25 8.63 na na na ✓ x x x x x x x x

5/10
6/10
Gold Wing: The ultimate touring machine is here. You can also have one equipped with an airbag!

L: na **Seat Height:** 73.9cm **Wheelbase:** 168.9cm **Weight:** 421kg **Wheel size:** 18(f), 16(r) inches **Fuel tank:** 25 litres **Also try:** Indian Chief Vintage

Audio Comfort na 28.50 na 28.50* 6cyl 1832cc 5M 117 167 na na na ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓

Airbag na 31.50 na 31.50* 6cyl 1832cc 5M 117 167 na na na ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓

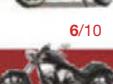
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Twister: Honda's entry into the high volume 100cc segment. Hero MotoCorp had better watch out.

L: 197.2cm **Seat Height:** na **Wheelbase:** 125.2cm **Weight:** 108kg **Wheel size:** 17 inches **Fuel tank:** 8litres **Also try:** Bajaj Discover DTS-i 100, Hero Honda Splendor NXG

0.58 0.54 0.61 0.58 1cyl 109cc 4M 9 9 na na na ✓ □ □ x x x x x x x

4/10
VFR: Brilliant all-rounder, the V4 engine and the dual-clutch transmission makes this bike extra special.

L: 225cm **Seat Height:** 81.5cm **Wheelbase:** 154.5cm **Weight:** 267kg **Wheel size:** 17inches **Fuel tank:** 18.5litres **Also try:** Yamaha V-Max, Suzuki Hayabusa

1200F na 19.26 na 20.60 4cyl 1237cc 6M 170 129 na na na ✓ ✓ ✓ ✓ ✓ ✓ x ✓

6/10
VT 1300 CX: Honda's only cruiser for India.

L: 257cm **Seat Height:** 67.8cm **Wheelbase:** 180.5cm **Weight:** 303kg **Wheel size:** 21/18inches **Fuel tank:** 12.8litres **Also try:** Harley Davidson V-Rod

1300CX na 15.21 na 16.66 2cyl 1312cc 5M 57 107 na na na ✓ ✓ ✓ ✓ ✓ ✓ x ✓

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HYOSUNG Dealers 2 Warranty na Website www.dskhyosung.com
Company description: The Korean manufacturer tries to give the same thrills as its Japanese and American rivals at a more affordable price.

TG Awards: Surprise of the Year 2014: Hyosung Aquila Pro
'A fitting Korean reply to the idea that only the Japanese and the Americans can make cruisers to fall for.'
Aquila: A V-twin cruiser that offers bling and power (with the Pro) and value for money (with the 250)

L: 243cm **Seat Height:** 70.5cm **Wheelbase:** 144.5cm **Weight:** 218kg **Wheel size:** 17inches **Fuel tank:** 16 litres **Also try:** Harley-Davidson Super Low

Pro 5.35 5.08 5.17 6.15 2cyl 647cc 5M 74 62.1 na na 23 ✓ ✓ ✓ ✓ ✓ ✓ x ✓

250 na na na 3.50 2cyl 249cc 5M 26 21 na na na ✓ ✓ ✓ ✓ ✓ ✓ x ✓

6/10
6/10
GT: A poser's bike for all those who want a looker and could not care less about performance.

L: 206cm **Seat Height:** 78cm **Wheelbase:** 144.5cm **Weight:** 171kg **Wheel size:** 17inches **Fuel tank:** 8litres **Also try:** Ninja 300.

250R 2.82 2.75 2.78 3.17 2cyl 249cc 5M 28 22.6 na na na ✓ ✓ ✓ ✓ ✓ ✓ x ✓

650R 4.91 4.63 4.71 5.60 2cyl 647cc 6M 72.7 61 na na na ✓ ✓ ✓ ✓ ✓ ✓ x ✓

4/10
5/10
GT N: The more fun, naked version of the GT650R, the GT650N is a perfect ride for the city.

L: 209cm **Seat Height:** NA **Wheelbase:** 144.5cm **Weight:** 196kg **Wheel size:** NA **Fuel tank:** NA **Also try:** Ninja 300.

650N 4.06 3.73 3.80 4.52 2cyl 647cc 6M 72.7 61 na na na ✓ ✓ ✓ ✓ ✓ ✓ x ✓

6/10
Buyers Guide continued

TOPGEAR NEW BIKE GUIDE

Hyosung continued

	Price				Numbers					Features							TG RATING		
	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max Power (bhp)	Max Torque (Nm)	Max (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard	Engine kill switch
ST7: It's hard to see why someone would pick the ST7 over a Harley, unless Hyosung offers a solid bargain.																			
L: 247cm Seat Height: 76.2cm Wheelbase: 169cm Weight: 244 Wheel size: 16inches Fuel tank: 18litres Also try: Sportster XL 883 L	6.10	5.79	5.89	6.87	2 cyl 678cc	6M	61.6	57.3	na	na	na	✓	✓	✓	✓	✓	✓	✓	5/10

	INDIAN Dealers na Warranty na Website http://www.indianmotorcycle.com	TG Awards: <i>Cruiser of the Year 2015: Indian Chief Vintage</i> 'Very few people can resist the laid-back cool of the Indian Chief Vintage.'
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Chief Classic: A genuine alternative to a Harley with classic looks and a torquey engine, though the pricing could've been better.	
L: 263cm Seat Height: 66cm Wheelbase: 173cm Weight: 370kg Wheel size: 16inches Fuel tank: 20.8litres Also try: Harley-Davidson Super Low	
Classic	na 26.5* na na 2 cyl 1811cc 6M na 138.9 na na na ✓ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗
Chief Vintage: If you are into leathers. If you know what we mean.	
L: 263cm Seat Height: 66cm Wheelbase: 173cm Weight: 379kg Wheel size: 16inches Fuel tank: 20.8litres Also try: Harley-Davidson Street Bob	
Vintage	na 29.5* na na 2 cyl 1811cc 6M na 138.9 na na na ✓ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗
Chieftain: A powerful motorcycle which comes with a fairing to stop those wind blasts for comfortable rides.	
L: 257.1cm Seat Height: 66cm Wheelbase: 166.8cm Weight: 385kg Wheel size: 16inches Fuel tank: 20.8litres Also try: Harley-Davidson Fat Bob	
Chieftain	na 33* na na 2 cyl 1811cc 6M na 138.9 na na na ✓ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗
Scout: The smallest new Indian motorcycle, the Scout is here to take the fight to Harley's Dyna range.	
L: 231cm Seat Height: 63.5cm Wheelbase: 156.2cm Weight: 253kg Wheel size: 16inches Fuel tank: 12.5litres Also try: Harley-Davidson Dyna range	
	na 11.99* na na 2 cyl 1133cc 6M 100 97.7 na na na ✓ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗

	KAWASAKI Dealers na Warranty 2 years/30,000kms Website www.kawasaki-india.com	TG Awards: <i>Bike Design of the Year 2015: Kawasaki Z1000</i> 'It's the kind of bike that'd star in a Batman movie.'
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ER-6N: A middleweight naked bike based on the Ninja 650R that's primed to take on Triumph's Street Triple.	
L: 211cm Seat Height: 80.5cm Wheelbase: 141cm Weight: 204kg Wheel size: 17inches Fuel tank: 16litres Also try: Triumph Street Triple	
ER-6N	na 4.96 na na 2 cyl 649cc 6M 71 64 na na na ✓ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗
Ninja: Handles like an R15, comfort levels as good as a Karizma and more power than both put together.	
L: 208.5cm Seat Height: 76.2cm Wheelbase: 139.9cm Weight: 172kg Wheel size: 17inches Fuel tank: 18litres Also try: Three Karizma ZMRs	
300	3.44 3.64 3.44 3.80 2 cyl 296cc 6M 39 27 na 6.7 21.5 ✓ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗
650	5.00 5.37 5.00 5.53 2 cyl 649cc 6M 72 64 na 6.7 17.3 ✓ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗
1000	na 12.5 na na 4 cyl 1043cc 6M 140 111 na na na ✓ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗
ZX-10R	na 15.70 na na 4 cyl 998cc 6M 197 112 na na na ✓ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗
ZX-14R	na 16.90 na na 4 cyl 1441cc 6M 210 162.5 300 2.6 16.7 ✓ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗
H2	na 29* na 33.56 4 cyl 998cc 6M 197 133 na na na ✓ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗

Z250: The Ninja 250 that's been stripped down to create a stunning street bike. Expensive, but hey, an extra cylinder costs money.	
L: 201cm Seat Height: 78.5cm Wheelbase: 140cm Weight: 168kg Wheel size: 17inches Fuel tank: 17litres Also try: Suzuki Inazuma	
	na 3.11 na na 2 cyl 249cc 6M 31.5 21 na na na ✓ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗
Z800: If the mighty Z1000 is too powerful for you, the Z800 is the perfect choice.	
L: 210cm Seat Height: 83.4cm Wheelbase: 144.5cm Weight: 231kg Wheel size: 17inches Fuel tank: 17litres Also try: Ducati Monster 795	
	na 7.90 na na 4 cyl 806cc 6M 111.3 83 na na na ✓ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗

Z1000: With looks that could sear the soul, the Z1000 is a naked bike that you absolutely want. Immensely powerful inline-four adds the 'X-factor'.	
L: 204.5cm Seat Height: 81.5cm Wheelbase: 143.5cm Weight: 221kg Wheel size: 17inches Fuel tank: 17litres Also try: Honda CB1000R, Yamaha FZ-1	

Z1000	na 12.50 na na 4 cyl 1043cc 6M 140 111 na na na ✓ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗
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KTM Dealers na Warranty 2years/30,000kms Website www.bajajauto.com	TG Awards: <i>Readers' Choice Bike of the Year 2014 + Bike of the Year 2014: KTM 390 Duke</i> 'Bike of the year twice in a row? Sounds tough, but the Duke just did it.'
Company description: Hooligans par excellence come to India, courtesy Bajaj, and bring along their unparalleled sense of mayhem.	
Duke: True to its heritage, the Duke 200 is a machine that is easily swayed into almost anti-social antics. Top shelf parts and value for money	
L: na Seat Height: 81cm Wheelbase: 136.1cm Weight: 125kg Wheel size: 17inches Fuel tank: 10.5litres Also try: Pulsar 200NS	

200	1.32 1.38 1.33 1.47 1 cyl 199.5cc 6M 25.5 19 na na na ✓ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗
390	1.83 1.90 1.84 2.04 1 cyl 373.2cc 6M 43 35 na na na 33 ✓ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗ ✗
RC: KTM decided to take the Duke brothers racing, and so, with some help from the KTM Moto3 team, the RCs were born.	
L: na Seat Height: 82cm Wheelbase: 134cm Weight: 137-147kg Wheel size: 17inches Fuel tank: 10litres Also try: Becoming a Moto3 rider	

TOPGEAR
NEW BIKE GUIDE

Suzuki continued

	Price				Numbers					Features								TG RATING
	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max Power (bhp)	Max Torque (Nm)	Max (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard
Bandit: Proper cross-country tourer for those who aren't fans of the Harley way.																		
L: 213cm Seat Height: 81/83cm Wheelbase: 1485cm Weight: 250kg Wheel size: 17inches Fuel tank: 19litres Also try: Harley Davidson XR1200 Sportster, Ducati Monster 1250	11.01	10.75	10.94	10.07*	4cyl 1255cc	6M	na	na	na	na	na	✓	✓	✓	✓	✓	✓	7/10
Gixxer: Suzuki's 155cc naked bike has got the Yamaha FZ square in its sights.																		
L: 205cm Seat Height: 78cm Wheelbase: 133cm Weight: 135kg Wheel size: 17inches Fuel tank: 12litres Also try: Yamaha FZ 0.82 0.80 0.87 0.84	1cyl 155cc	5M	14.6	14	na	na	na	na	na	na	na	✓	✓	✓	✓	✓	✓	8/10
Gixxer SF: Just as good as the naked Gixxer, only with a fairing. Looks cooler in the MotoGP livery.																		
L: 205cm Seat Height: 78cm Wheelbase: 133cm Weight: 135kg Wheel size: 17inches Fuel tank: 12litres Also try: Yamaha FZ 0.82 0.80 0.87 0.84	1cyl 155cc	5M	14.6	14	na	na	na	na	na	na	na	✓	✓	✓	✓	✓	✓	8/10
GS 150 R: Possibly the most refined bike in India with good ride and handling. The six-speed gearbox is super-smooth.																		
L: 209.5cm Seat Height: 79cm Wheelbase: 134cm Weight: 134kg Wheel size: 18inches Fuel tank: 12litres Also try: Pulsar, Unicorn, FZ-16, Apache 0.73 0.66 0.71 0.81	1cyl 149cc	6M	13.8	134	na	na	na	na	na	na	na	✓	✓	✓	✓	✓	✓	8/10
GSX: Suzuki's litre bike completes a Japanese trio. Arguably the most comfortable of the lot.																		
L: 204.5cm Seat Height: 81cm Wheelbase: 140.5 Weight: 205kg Wheel size: 17inches Fuel tank: 17.5litres Also try: Yamaha YZF-R1, Honda Fireblade R-1000 16.34 15.95 16.23 15.95*	4cyl 999cc	6M	191	na	na	na	na	na	na	na	na	✓	✓	✓	✓	✓	✓	9/10
S1000 12.55 12.25 12.46 12.25*	4cyl 999cc	6M	na	na	na	na	na	na	na	na	na	✓	✓	✓	✓	✓	✓	-
S1000 F 13.01 12.70 12.92 12.70*	4cyl 999cc	6M	na	na	na	na	na	na	na	na	na	✓	✓	✓	✓	✓	✓	-
Hayabusa: Not the fastest production motorcycle anymore, but the 1300cc motor still pack a lot of punch.																		
L: 219cm Seat Height: 805cm Wheelbase: 148cm Weight: 260kg Wheel size: 17inches Fuel tank: 21litres Also try: Yamaha YZF-R1 or a few hundred Pulsars put together GSX 13000 R 16.34 15.95 16.23 15.95*	4cyl 1340cc	6M	198	154	na	na	na	na	na	na	na	✓	✓	✓	✓	✓	✓	8/10
Intruder: This is a mammoth motorcycle with an engine big enough to put most cars to shame.																		
L: 248cm Seat Height: 705cm Wheelbase: 171cm Weight: 347kg Wheel size: 18inches Fuel tank: 19litres Also try: Most cars that you can think of or maybe even a boat M800 10.29 10.05 10.22 10.05*	2cyl 805cc	5M	52	68	na	na	22	na	na	na	na	✓	✓	✓	✓	✓	✓	5/10
M 1800 R 16.34 15.95 16.23 15.95*	2cyl 1780cc	5M	127	160	na	na	na	na	na	na	na	✓	✓	✓	✓	✓	✓	6/10
Let's: A decent little scooter that doesn't offer anything path-breaking. Needs to catch up with Honda in terms of refinement.																		
L: 180cm Seat Height: 76cm Wheelbase: 125cm Weight: 98kg Wheel size: 10inches Fuel tank: 5.2litres Also try: Honda Dio 0.52 0.47 0.53 0.52	1cyl 113cc	V	8.7	9	na	na	na	na	na	na	na	✓	-	✗	✓	✗	✗	8/10
Sling Shot: Reskinned Zeus to break the lull, or so Suzuki hopes. Stylish design, quality of materials not very good though.																		
L: 203.5cm Seat Height: na Wheelbase: 126.5cm Weight: 128kg Wheel size: 18inches Fuel tank: 12litres Also try: Honda Shine, TVS Flame, Discover, Hero Honda Splendor Sling shot 0.55 0.53 0.53 0.59	1cyl 124cc	5M	8.5	10	na	na	60	na	na	na	na	✓	-	✗	✗	✓	✗	4/10
Swish: Want a performance scooter with a bit of style? The Swish is what the doctor ordered.																		
L: 178cm Seat Height: 78cm Wheelbase: 125cm Weight: 128kg Wheel size: 10inches Fuel tank: 6litres Also try: Honda Dio 0.51 0.48 0.50 0.57	1cyl 124cc	V	8.5	9.8	na	na	na	na	na	na	na	✓	-	✗	✓	✗	✗	7/10
V-Strom: Suzuki attempts to wander in the Multistrada territory. Is it a right step?																		
L: 228.5cm Seat Height: 85cm Wheelbase: 155.5cm Weight: 228kg Wheel size: na Fuel tank: 20litres Also try: Ducati Multistrada, Triumph Tiger 1000 ABS 15.32 14.95 15.21 14.95*	2cyl 1037cc	6M	na	na	na	na	na	na	na	na	na	✓	✓	✓	✓	✓	✓	7/10
TRIUMPH Dealers 10	Website www.triumphmotorcycles.in																	
Company description: British bike maker not to be mistaken with the lingerie company of the same name.	TG Awards: Bike of the Year 2015: Triumph Daytona 675R 'In a segment obsessed with power, the cracking middleweight 675R focuses on being fun.'																	
Bonneville: The quintessential Triumph. Also the most inexpensive bike of the range. Couldn't get any better.																		
L: 211.5cm Seat Height: 74cm Wheelbase: 149cm Weight: 225kg Wheel size: 17inches Fuel tank: 16litres Also try: Harley SuperLow. Bonneville na 5.7 na 6.67	2cyl 865cc	5M	67	68	na	na	na	na	na	na	na	✓	✓	✓	✓	✓	✓	6/10
Bonneville T100 na 6.6 na 7.67	2cyl 865cc	5M	67	68	na	na	na	na	na	na	na	✓	✓	✓	✓	✓	✓	7/10
Thruxton na 6.7 na 7.79	2cyl 865cc	5M	68	69	na	na	na	na	na	na	na	✓	✓	✓	✓	✓	✓	8/10
Daytona: 675cc three-pot, racing-derived genes and looks to make your heart melt. An expensive, but fine machine.																		
L: 204.5cm Seat Height: 83cm Wheelbase: 137.5cm Weight: 184kg Wheel size: 17inches Fuel tank: 17.4litres Also try: Resisting the temptation. Daytona 675 na 10.15 na 11.57	3cyl 675cc	6M	126	74	na	na	na	na	na	na	na	✓	✓	✓	✓	✓	✓	na
Daytona 675 R na 11.4 na 13.05	3cyl 675cc	6M	126	74	na	na	na	na	na	na	na	✓	✓	✓	✓	✓	✓	9/10
Roadsters: These are the stripped-down Daytonas, one with a 675cc motor, the other with a 1050. Proper Brit muscle.																		
L: 210cm Seat Height: 82.5cm Wheelbase: 143.5cm Weight: 214kg Wheel size: 17inches Fuel tank: 17litres Also try: Harley's Sportster range, Kawasaki Z1000. Speed Triple na 10.4 na 11.93	3cyl 1050cc	6M	133	111	na	na	na	na	na	na	na	✓	✓	✓	✓	✓	✓	8/10
Street Triple na 7.5 na 8.69	3cyl 675cc	6M	104	68	na	na	na	na	na	na	na	✓	✓	✓	✓	✓	✓	-

TOPGEAR NEW BIKE GUIDE

Triumph continued

	Price				Numbers				Features								TG RATING	
	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (Bhp)	Max. Torque (Nm)	Max speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard

Rocket III Roadster: With the biggest engine for any production bike, the Rocket III is big enough to dwarf most other cruisers.

L: 250cm **Seat Height:** 75cm **Wheelbase:** 169.5cm **Weight:** 367kg **Wheel size:** 17inches **Fuel tank:** 24litres **Also try:** Harley Night Rod, Ducati Diavel, Suzuki Intruder.

Rocket III Roadster	na	20	na	23.05	3cyl 2294cc	5M	146	221	na	na	na	✓	✓	✓	✓	✓	✓	✓	6/10
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Thunderbird Storm: The poor man's Rocket III. Not inexpensive or inconspicuous in any way.

L: 234cm **Seat Height:** 70cm **Wheelbase:** 161.5cm **Weight:** 339kg **Wheel size:** 19inches **Fuel tank:** 22litres **Also try:** A Harley Softail, Honda VT 1300 CX.

Thunderbird Storm	na	13	na	15.08	2cyl 1699cc	6M	97	156	na	na	na	✓	✓	✓	✓	✓	✓	na
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Thunderbird LT: A Thunderbird that's built for the long haul. Slightly detuned motor, but still sufficiently powerful.

L: 254.6cm **Seat Height:** 70cm **Wheelbase:** 166.5cm **Weight:** 380kg **Wheel size:** 16inches **Fuel tank:** 22litres **Also try:** Harley-Davidson Softail Classic

Thunderbird LT	na	15.75	na	na	2cyl 1699cc	6M	93	151	na	na	na	✓	✓	✓	✓	✓	✓	na
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Tiger: Triumph's go-anywhere soldier, the Tiger is all the touring motorcycle you'd ever want. Also available with a bigger engine.

L: 221.5cm **Seat Height:** 86.5cm **Wheelbase:** 154.5cm **Weight:** 215kg **Wheel size:** 17inches **Fuel tank:** 19litres **Also try:** BMW R 1200 GS, Ducati Multistrada.

Tiger 800 XC	na	12	na	13.67	3cyl 799cc	6M	94	79	na	na	na	✓	✓	✓	✓	✓	✓	na
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Tiger Explorer	na	17.9	na	20.25	3cyl 1215cc	6M	135	121	na	na	na	✓	✓	✓	✓	✓	✓	na
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TVS Dealers 618 **Warranty:** 2 years or 30,000km bikes. Model dependent for scooters **Website:** www.tvsmotor.in

Company description: They've had their ups and downs but seem sorted out now. Strong presence in southern India, rest of India needs some attention.

TG Awards: **Scooter of the Year 2014: TVS Jupiter**

'The everyday family scooter that ran rings around the competition this year.'



Apache: Into its second generation now with a bigger engine and more 'race effects'. Still a great looker.

L: 202cm **Seat Height:** 79cm **Wheelbase:** 130cm **Weight:** 136kg **Wheel size:** 17/18inches **Fuel tank:** 16litres **Also try:** Pulsar 150, Achiever, Unicorn.

RTR160	0.69	0.68	0.68	0.85	1cyl 159cc	5M	15.2	13.1	105	na	42	✓	✓	✓	✓	✓	✓	4/10
RTR180	0.73	0.72	0.72	0.89	1cyl 178cc	5M	17.1	15.5	119	4.15	33	✓	✓	✓	✓	✓	✓	7/10
RTR180 ABS	0.83	0.82	0.82	1.01	1cyl 178cc	5M	17.1	15.5	119	4.15	33	✓	✓	✓	✓	✓	✓	na



Jupiter: TVS's latest offering to take on the Honda Activa, just that it looks too similar to its rival.

L: 183.4cm **Seat Height:** 65cm **Wheelbase:** 127.5cm **Weight:** na **Wheel size:** 12inches **Fuel tank:** 5litres **Also try:** Honda Activa, Yamaha Ray

0.49	0.44	0.48	0.62	1cyl 109cc	V	7.8	8	na	na	na	✓	✗	✗	✗	✗	✗	✗	8/10
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Phoenix: A straight forward commuter bike. What you see is what you get.

L: 198.5cm **Seat Height:** na **Wheelbase:** 126.5cm **Weight:** 116kg **Wheel size:** 17inches **Fuel tank:** 12litres **Also try:** Discover 125

0.53	0.52	0.53	0.63	1cyl 124.5cc	4M	10.8	10.8	95	na	na	✓	✓	✓	✗	✗	✗	✓	4/10
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Scooty: It's tiny, petite and peppy. Convenient for city errands. But buy a bike for regular commuting. Perfect as your first two-wheeler.

L: 168.5cm **Seat Height:** 106cm **Wheelbase:** 123cm **Weight:** 85-97kg **Wheel size:** 10inches **Fuel tank:** 5litres **Also try:** Nothing really

Streak	0.42	0.43	0.41	0.54	1cyl 87cc	V	5	5.8	na	na	na	✓	✓	✗	✗	✗	✗	✗	4/10
Pep Plus	0.40	0.41	0.39	0.52	1cyl 87cc	V	5	5.8	na	na	na	✓	✓	✗	✗	✗	✗	✗	4/10
Zest 110	na	0.42	na	0.59	1cyl 109.7cc	V	7.9	8.7	na	na	na	✓	✓	✗	✗	✗	✗	✗	4/10



Wego: With the Wego, TVS has set its eyes on Honda's share of the gearless two-wheeler market.

L: na **Seat Height:** na **Wheelbase:** na **Weight:** na **Wheel size:** na **Fuel tank:** 5litres **Also try:** Honda Activa, Honda Aviator

0.52	0.49	0.50	0.63	1cyl 110cc	V	8	8	na	na	na	✓	✓	✗	✗	✗	✗	✗	7/10
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	VESPA Dealers 8 Warranty: na Website: www.vespaindia.com	TG Awards: Two wheeler design of the year 2012 'Could've called this Automotive Fashion Statement of the Year. But it already was, so never mind.'
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Vespa: This 125cc scooter is undoubtedly one of the best-looking scooters out there. Sticker price is a shocker, though

L: na **Seat Height:** na **Wheelbase:** na **Weight:** na **Wheel size:** na **Fuel tank:** 5litres **Also try:** Honda Dio, Suzuki Swish, Yamaha Ray

S	0.76	0.75	0.76	0.92	1cyl 125cc	V	10	10.6	na	na	na	✓	✓	✗	✗	✗	✗	6/10
VX	0.72	0.71	0.72	0.87	1cyl 125cc	V	10	10.6	na	na	na	✓	✓	✗	✗	✗	✗	6/10



	YAMAHA Dealers na Warranty: 2 years or 20,000km Website: www.yamaha-motor-india.com	TG Awards: Scooter of the year 2012: Ray 'Yamaha finally enters scooter market in India. Pulls a winner out of the hat.'
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Alpha: Yamaha's attempt to take on the scooter segment dominated by Honda's Activa

L: 179.5cm **Seat Height:** 77.5cm **Wheelbase:** 127cm **Weight:** 104kg **Wheel size:** na **Fuel tank:** 5.2litres **Also try:** Honda Activa, Honda Aviator

0.49	0.47	0.48	0.60	1cyl 113cc	V	7.1	na	na	na	na	na	✓	✗	✗	✗	✗	✗	7/10
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Buyers Guide continued ➤

TOPGEAR
NEW BIKE GUIDE

Yamaha continued

	Price				Numbers					Features								TG RATING		
	Chennai	Delhi	Bangalore	Mumbai (on road)	Engine	Gearbox	Max. Power (bhp)	Max. Torque (Nm)	Max. Speed (Kph)	0-100kph	Fuel efficiency (Kpl)	Electric Start	Alloys	Pass beam switch	Tachometer	Tripmeter	Disc brake	Leg guard		
Fascino: Styled to fight the Vespa, priced to snatch a piece of the Activa's pie. A style-conscious Alpha, in essence.																				
L: 181.5cm Seat Height: 77.5cm Wheelbase: 127cm Weight: 103kg Wheel size: 10 inches Fuel tank: 5.2 litres Also try: Vespa, Honda Activa	na	0.52	na	0.64	1 cyl 113cc	V	7	8.1	na	na	na	✓	✗	✓	✗	✗	✗	✗	✗	6/10
Fazer: Purely a commuter. Surprisingly a good handler and has a refined engine. Now with lesser power, and lesser weight.																				
L: 197cm Seat Height: 79cm Wheelbase: 133.5cm Weight: 135kg Wheel size: 17 inches Fuel tank: 13.2 litres Also try: Pulsar 150, CB Unicorn Dazzler	Fazer	0.78	0.77	0.78	0.91	1 cyl 149cc	5M	13	13	na	na	✓	✓	✓	✓	✓	✓	✓	6/10	
FZ FI V2.0: Boldest of the 150cc lot with tyres to chew and spit out the competition. Less powerful now, but also lighter.																				
L: 199cm Seat Height: 79cm Wheelbase: 133cm Weight: 132kg Wheel size: 17 inches Fuel tank: 12 litres Also try: Pulsar 180, Apache RTR	FZ S	na	0.76	na	na	1 cyl 149cc	5M	13	12.8	na	na	✓	✓	✓	✓	✓	✓	✓	5/10	
FZ 1: Street fighter looks and performance to go with it. Will give you all the thrills of a litre class bike.																				
L: 214cm Seat Height: 81.5cm Wheelbase: 146cm Weight: 214kg Wheel size: na Fuel tank: 18 litres Also try: CB 1000 R	FZ 1	11.63	11.86	12.10	13.65	4 cyl 998cc	6M	147.9	106	na	na	✓	✓	✓	✓	✓	✓	✓	8/10	
Ray: Aimed at ladies, but not surprisingly, it endears itself to the opposite sex too. Fun to ride, looks good and is a Yamaha																				
L: 183.5cm Seat Height: 76cm Wheelbase: 127cm Weight: 104kg Wheel size: 10 inches Fuel tank: 5 litres Also try: Honda Dio, Suzuki Swish	Ray	0.46	0.45	0.46	0.56	1 cyl 113cc	V	7	8.1	na	na	✓	✗	✗	✗	✗	✗	✓	7/10	
Ray Z	0.48	0.47	0.48	0.58	1 cyl 113cc	V	7	8.1	na	na	na	✓	✗	✗	✗	✗	✓	✓	7/10	
SZ: Cheaper alternative to FZ16, cuts down on essentials like disc brakes and pass beam																				
L: 205cm Seat Height: 80.2cm Wheelbase: 132cm Weight: 132kg Wheel size: 17 inches Fuel tank: 14 litres Also try: Hero Honda Hunk	SZ-RR	0.62	0.61	0.62	0.73	1 cyl 153cc	5M	12.1	12.8	na	na	✗	✓	✗	✗	✓	✗	✓	4/10	
SZ-S	0.59	0.58	0.59	0.66	1 cyl 153cc	5M	12.1	12.8	na	na	na	✓	✓	✗	✓	✓	✓	✓	4/10	
Saluto: Yamaha's having another crack at the 125cc commuter bike segment with the oddly-named Saluto																				
L: 203.5cm Seat Height: 80.5cm Wheelbase: 126.5cm Weight: 112kg Wheel size: 18 inches Fuel tank: 7.6 litres Also try: Honda CB Shine, Bajaj Discover 125	na	0.52	na	0.67	1 cyl 125cc	4M	8	10	na	na	na	✓	✓	✓	✓	✗	✗	✓	8/10	
V-Max: Be ready for some seriously fast acceleration, and hope no one is crossing while you are at it.																				
L: 239.5cm Seat Height: 77.5cm Wheelbase: 170cm Weight: 310kg Wheel size: 17 inches Fuel tank: 15 litres Also try: Apollo 11, SR 71	27.83	29.02	29.60	33.09	4 cyl 1679cc	5M	200	166.8	na	na	na	✓	✓	✓	✓	✓	✓	✓	8/10	
YZF-R1: Want to be like Rossi? Well, you can start with at least looking like him on a Yamaha.																				
L: 205.5cm Seat Height: 85.5-86cm Wheelbase: 140.5cm Weight: 200kg Wheel size: 17 inches Fuel tank: 17 litres Also try: Ducati Panigale 1299, BMW S1000RR	R1	na	22.34	na	na	4 cyl 998cc	6M	197	112.4	na	na	✓	✓	✗	✓	✓	✓	✓	-	
R1M	na	29.43	na	na	4 cyl 998cc	6M	197	112.4	na	na	na	✓	✓	✗	✓	✓	✓	✓	-	
YZF-R15 2.0: Same old R15 tweaked for better performance. Though no power upgrade will put off a few people																				
L: 197cm Seat Height: 80cm Wheelbase: 134.5cm Weight: 136kg Wheel size: 17 inches Fuel tank: 12 litres Also try: Karizma ZMR, Bajaj Pulsar 220	1.14	1.10	1.11	1.27	1 cyl 150cc	6M	16.8	15	140	na	40	✓	✓	✓	✓	✓	✓	✓	7/10	



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